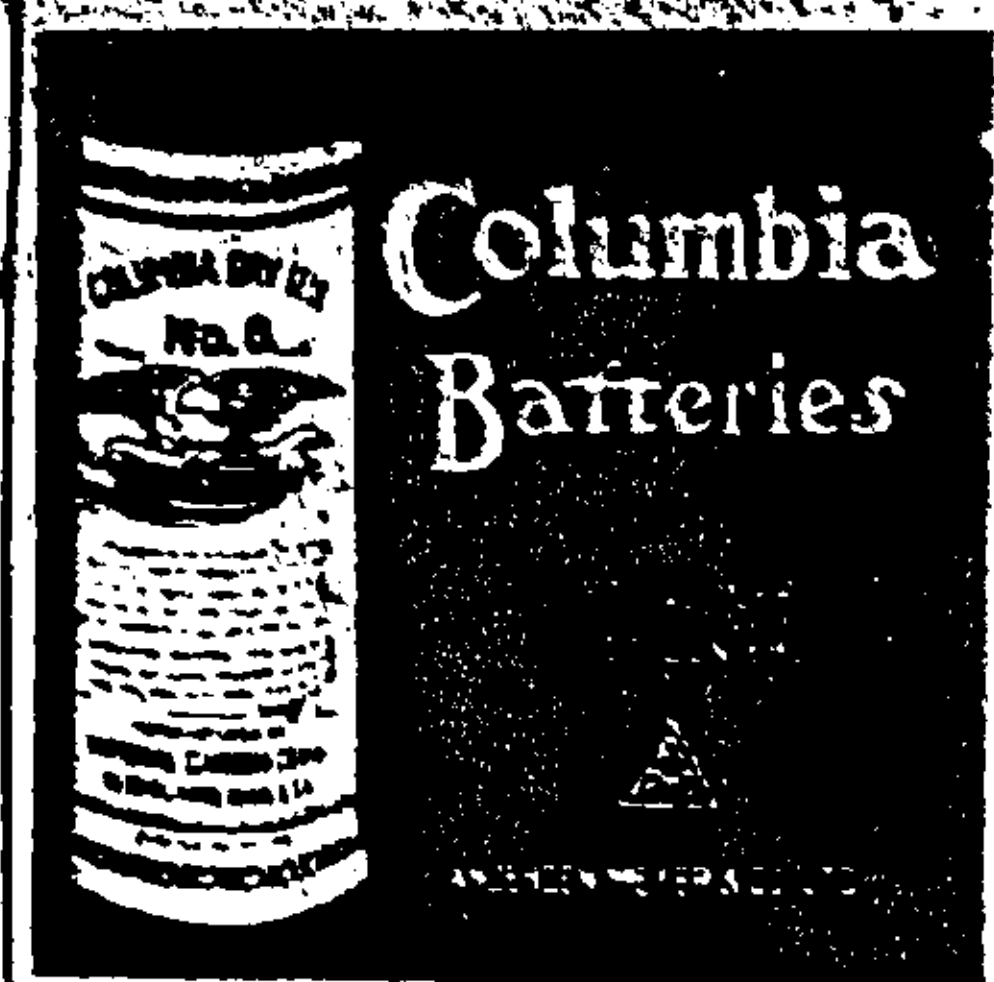




The Hongkong Telegraph.

(ESTABLISHED 1881.)

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REUTER'S TELEGRAMS.

BRITAIN AND AMERICA.

A PLEA FOR COMMERCIAL CO-OPERATION.

New York, October 7.
Sir Auckland Geddes, in the course of a speech at a dinner given by the United States Chamber of Commerce, representatives of British Chambers of Commerce, declared that adequate world trade development by Britain and the United States required that both nations should lay their cards on the table. He emphasised the desire of Britain for closer Anglo-American business co-operation. Sir Auckland Geddes declared that he most strongly believed, despite possible local limitations in profit, that Anglo-American business co-operation would pay both nations best in the long run. If the English-speaking peoples worked together, no half-baked Communist or Militarist adventures would long continue to disturb the settling of the world.
Mr. Alexander, Secretary of Commerce, following Sir Auckland Geddes, said the United States did not contemplate any attempt to drive out other nations from the shipping business, but simply wanted enough ships to take care of its own expanding business. Rivalries and international competition could not be avoided, but could be harmonised and localised.

BIG RAILWAY LOAN.

New York, October 7.
San Salvador has negotiated a loan of \$20,000,000 with United States bankers for the construction of a railway from the Atlantic Coast to Lake Nicaragua.

U.S. AERIAL FLIGHT ABANDONED.

Panama, October 7.
Owing to a blinding rainstorm, the eight submarine chasers (see earlier telegrams) have returned, as also has Lieut. Austin, after the latter had flown 400 miles towards Jamaica.

FRENCH RAILWAY ACCIDENTS.

FOURTY PEOPLE KILLED.

Paris, October 10.
Two railway accidents near Paris resulted in some forty being killed and a hundred injured. *Havas.*

SYRIAN UNREST SUBSIDING.

Paris, October 10.
Traffic on the Beyrouth-Syria Railway is again normal. The Hama district is now completely pacified. Moslem notabilities heartily co-operating with the French authorities. *Havas.*

THE CILICIAN SITUATION.

Paris, October 10.
The situation in Cilicia is improving steadily. *Havas.*

EARLIER SPECIAL TELEGRAMS.

M. CLEMENCEAU'S VISIT.

Singapore, October 11.
M. Clemenceau will be the official guest of the Netherlands Indies and will make a grand tour, thereafter coming to Singapore.

STEPHAN DISASTER.

Singapore, October 11.
At the enquiry at Penang into the loss of the Stephan on August 11th, it was alleged that the captain took no measures to save life. The findings were reserved.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, October 11.
The representatives of various provinces in Peking have held a general meeting in the Public Garden, dealing with the question of self-government for the provinces. It is said that the principles have been agreed to.

A telegram from Tang Chi-yao to the Premier proposes conditions for the union of the North and South—namely, that the Canton Government cannot be recognised; that Li Shun be asked not to deal with the representatives from Luk Wing-ting and Shun Chun-hsun; that the China-Japanese military pact be abolished and the questions in regard to the cases of Shantung and Fukien be settled as soon as possible; that the new Parliament be first dissolved; that peace negotiations be carried out directly with both parties, instead of at a Peace Conference. It is reported that the Premier has already replied, but the nature of the reply is not known.

Public opinion in Shanghai in regard to the terms of the new agreement of the Eastern Railway which removes the Chinese directors from the Russo-Asiatic Bank, is equal to the loss of sovereignty by China, and it is hoped that the Government will reconsider the matter.

(Other Telegrams on Page 2.)

BIG PROPERTY DEAL.

BANK BUILDINGS SOLD.

FETCHES \$60 PER FOOT.

Steadily the old landmarks of the Colony are being demolished, and larger and more commodious buildings are, or will shortly be, going up in their place.

We gave currency to the report some time ago that Bank Buildings, which at present houses a number of offices and shops, on Queen's Road, opposite the Hongkong Hotel building, was being negotiated for sale at \$60 per square foot. That report was denied by a contemporary. Now we definitely learn that the Asiatic Petroleum Company has purchased the property from the Bellis Estate, whose local agents are Messrs. Linstead and Davis, at \$60 per square foot. The area comprises about 11,000 square feet, which is about as large as the King's Building Block, which at present houses a part of the staff of the Asiatic Petroleum Company.

Notice has already been tendered by Messrs. Linstead and Davis on the present tenants of Bank Buildings to give up possession at the end of February. It will be remembered that Mr. M. J. D. Stephens, the solicitor, enjoyed a long lease on this property, that lease expiring sometime last May. When the Bellis Estate took over their property, they increased the rentals to some extent, and the tenants, after the disclaimer that appeared in a contemporary that there was no intention of selling the building, felt more secure in their tenure.

We interviewed Mr. N. L. Watson, the Manager of the Asiatic Petroleum Company, this morning, and ascertained from him that negotiations had been proceeding through a third party for the acquisition of the building for some six months. The transaction has just been completed but the site will not be delivered to the Company until the end of February. Mr. Watson said that the Company intended to put up a palatial building of about six storeys, provided the sanction of the Public Works Department could be secured for such a height. No plans have yet been prepared, but both the Company's two offices would be amalgamated together in the new building. He expected that within a year and a half the new building would be ready for occupation. Continuing, he said: "We have been pressed for room for a long time. We took over the top floor of the other building (York Building) at the end of 1918. The business of the Company has been expanding rapidly and it has become necessary to secure large modern offices."

"EMPRESS OF CANADA."

SAILING FOR HONGKONG IN JUNE.

For the maiden trip of the C.P.O.S. Company's new Pacific steamer, "Empress of Canada", it was proposed to operate around the World cruise, but Mr. P. D. Sutherland, the General Passenger Agent in Hongkong, was this morning in receipt of a telegram from the management in Montreal stating that the cruise has been cancelled and that the "Empress of Canada" is expected to sail for Hongkong direct, leaving England in June.

It is not so stated, but it is hoped that this will result in the release of a number of berths for homeward passage via Vancouver. Mr. Sutherland has telegraphed Montreal for further information on the subject.

LAWN BOWLS.

McLACHLAN WINS THE CHAMPIONSHIP.

The final of the open Singles Championship of the Colony was played on the Police Green yesterday afternoon before a fairly large gathering of interested spectators, the contestants being McLachlan (Taikoo) and Muir (Kowloon). Muir created a sensation by making nine points in the first four heads of the game, scoring two singles, a four and a three. McLachlan, not getting the run of the green, although the rink was in good condition.

At the 5th head, McLachlan opened his score with a brace, and, keeping long heads with the jack, scored on eight consecutive ends, bringing the score at the 12th end to 12-9 in his favour.

The 13th and 14th heads went to Muir, with a single and three. McLachlan scored a single at the 15th end, making the score 13-11.

Muir at this point raised the hopes of his supporters by adding a single and a couple at the 16th and 17th ends respectively, but failed to keep his lead.

McLachlan at this point took the game in hand, and, laying some wellplayed shots, ran to 21 on the next four ends. The final scores were: McLachlan 21; Muir, 16.

McLachlan showed the better form of the two, keeping a better length than his opponent, who after the 17th head, when his chances of winning were good, lost many opportunities by being narrow and short.

Messrs. Geo. Gerrard and Inspector Kent capably carried out the duties of umpires and scorers.

McLachlan was heartily applauded and congratulated on his win. This is the first occasion that a Taikoo Club player has won the open Championship, previous winners being W. Bell (Police), D. Gourlay (Police), G. Haxton (Kowloon), W. Russell (Kowloon) and G. R. Edwards (Kowloon). During the war there was no competition.

The prizes will be presented on Saturday next at the close of the game Kowloon v. the Rest.

The 3rd and 4th prizes go to J. Grant and A. R. Clark, both of the Police Club.

MOTOR BOAT RIVALRY.

OVER-KEEN RUNNERS.

Competition between the motor boat concerns at Blake Pier is very brisk, and, judging by a case which was before the Magistrate this morning, has of late assumed the character of a keen watch by runners for possible passengers and the forcible bestowal of his patronage on their boats.

In the case resulting from the arrest of a runner employed by one of the companies, whose idea of getting a commission was by forcible pressure on a passer-by, regardless of his desires, it was stated by Inspector Blackman that the runner had been in the habit of dragging Europeans to the boats. The Indian constable on point duty at the Pier had instructions to arrest any of the runners who acted in this unseemly manner, which was tantamount to disorderly conduct. The offender in the present case had nothing whatever to do with the motor boats. His business was simply to get passengers, on the payment of a commission. Last night he saw a European, immediately pounced on him, dragged him down the steps and forcibly thrust him into one of the boats belonging to the Republic Company. In the case of Europeans who were drunk, this behaviour sometimes brought damage on the persons of the runners themselves, and a considerable amount of noise and trouble resulted therefrom.

A fine of \$5 was inflicted on the Chinese by his Worship.

HYPNOTISED?

CHINESE GIRL'S STORY.

A Chinese girl has instituted criminal proceedings against a Chinese man for practising his powers of fascination on her, by means of hypnotism, as the result of which she was decoyed out of the Colony and made to live with him.

The story, as related by the girl herself to the Secretary for Chinese Affairs, was that on the morning of the 11th day of the tenth moon of last year, she set out from her house to go to school, and on the way she was waylaid by the Chinese who seemed to have exerted some form of hypnotism over her. In this condition she was made to accompany him out of the Colony and into Heungshan. She lived with him until the seventh moon of this year, when he brought her back to Hongkong. Whilst going along Queen's Road, Road, she managed to elude his hold and escaped to her mother's house, where the information she brought resulted in the charge of harbouring an unmarried girl being proceeded against the man.

The case came up before Mr. Dyer Ball this morning, when the defendant, fearful of unpleasant consequences, informed His Worship that the girl came to him of her own choice. Having lived with her for a long period, he was ready to consider the girl as his wife, the death of his first better half having cleared the way for the new matrimonial contract.

Mr. Schofield, of the Secretariat for Chinese Affairs, who prosecuted on behalf of the Department, handed to the Magistrate a letter which was found tied to a post in the girl's house, and which was thought to clear up the matter to some extent. After reading the epistle, his Worship observed that apparently there had been a quarrel between the parties which brought about their separation.

Mr. Schofield agreed that the girl certainly did run away from the defendant.

The gravity of the defendant's conduct in taking the girl away and living with her as his wife, without her mother's consent, was pointed out by the Magistrate to the defendant. Evidently he had treated her unkindly, which fact would account for her determination to escape from him.

On Mr. Schofield's application for imprisonment as the most suitable form of punishment, the Magistrate sentenced the defendant to two months' hard labour.

CUSTOMS STATION LOOTED.

NEAR MIRS BAY.

News has reached us to-day to the effect that the Chinese Maritime Customs Station at Sha Yu Chung, located at the head of Mirs Bay, has been looted, whether by soldiers or pirates, it is not stated. No lives were lost, though it is stated that a considerable amount of property is stolen.

Enquiries at the Hongkong Office of the Maritime Customs failed to produce any details of the affair beyond a confirmation of the report.

EUROPEAN CHARGED

ALLEGED RECKLESS MOTORING.

Mr. G. H. Wilson, of Messrs. Robertson, Wilson and Company, was charged by Inspector Garrod at the Police Court, before Mr. Dyer Ball, this morning, with reckless motor driving.

The defendant was represented by Mr. Blake, of Messrs. Deacon, Looker, Deacon and Haxton, who asked for a remand of the case until Friday afternoon.

GIRL'S ATTEMPTED SUICIDE.

A PLUCKY RESCUE.

For his conduct in bringing about the rescue of a Chinese girl who endeavoured to commit suicide by jumping into the Harbour, Charles Young, an apprentice in the engineering workshops of the Taikoo Dock, was highly complimented by Mr. Dyer Ball at the Police Court this morning.

The facts of the case were related by Inspector Blackman. It appears that last night the girl, who is the second wife to a Police Official in Canton, formed a determination to proceed to Canton and there to participate in the funeral of her defunct parent. Against this decision her husband and his first wife exerted their authority, telling her that she was to take the morning boat instead of the night steamer. The argument developed into a regular quarrel in which blows, presumably, were given. Her mind unbowed at the opposition she met with, the girl ran from her house, and got on to the Paya wall, from where she jumped into the harbour. She was rescued by Charles Young, who had his attention drawn to the occurrence whilst in a passing tramcar.

It was also stated by the prosecuting Inspector that, under the impression that the girl had proceeded to Canton, her husband on that night had also gone there to bring her back. Since the discovery of the mistake, his first wife this morning also went up to Canton to bring him back. His Worship was asked to remand the girl until Thursday when they would be back.

As no responsibility for her future conduct would be assumed by her uncle, the girl was ordered to be kept in Police custody.

KOWLOON FOR AUTONOMY.

A SHANGHAI COMMENT.

Thus the North China Daily News (Shanghai):—The suggestion of the committee of the Kowloon Ratepayers' Association that in commemoration of the jubilee of the taking over of the peninsula opposite Hongkong, it should be granted a municipal council with an official minority, is, we believe, the first instance in which that body has laid a definite claim to be allowed to look after its own affairs municipally. As matters at present stand there is not a governing body in the southern Colony which does not have an official majority, from the Executive and Legislative Council to the Sanitary Board, and with regard to the first two they combine their legislative powers with the duties of municipal control, so far as such matters are referred to them. It is difficult to see why this request should not be granted, not only as a matter of convenience to the legislative bodies, though if the demand includes municipal separation from Hongkong itself there may be grave objections. Again, the institution of municipal taxation as distinct from Colonial may lead to considerable trouble, particularly in regard to the Public Works governmental and municipal work. It is, however, apparently quite clear that many years will elapse before the residents of Hongkong obtain an unofficial majority on the two Councils, which has been the aim of the Constitutional Reform Association. The experience of foreign municipal councils out East supports the view that they would probably be just as able to manage their own affairs as the Colonial Government.

NOTABLE LONGEVITY.

A recent issue of the London Times announced the death of 16 persons whose ages totalled 1,172 years.

THE DOLLAR.

DROP IN STERLING RATE.

There was to-day a big drop in the sterling rate of exchange, the market opening after the holidays at 3s. 11d. for telegraphic transfers, which marked a drop of a penny over the rate of Saturday. At 10.35 there was a further decline, this time of 1/4d., making in all a drop of 1 1/4d. In the afternoon session, there was no change in the rate. The demand rate at the close was 3s. 10 1/4d.

The reason for the drop is the slump in the rate of bar silver, which from 58.34d. for ready and 58.1/2d. for forward, on the 4th instant, has declined to 53.3/8d. for ready and 53.1/8d. for forward. The silver market, which has looking forward to support from India and China, has been disappointed.

Hopes for a good monsoon have been running high in India, and this was expected to bring India into the market as a purchaser. It is still expected that India will have to make her purchases of silver, if all accounts of a good crop are correct. China has not of late been purchasing any silver.

The cross rate between New York and London has been fairly steady, being to-day 3.50 1/4.

The sterling rate of the Shanghai tael dropped this morning 2 1/4d. The rate on New York and San Francisco is to-day quoted at 68, a drop of 3/4 points compared with the closing rate of 70 1/4 on Saturday.

CHILE.

THE NEW PRESIDENT.

The people of Chile have just elected a new President who will rule for five years. Their choice has fallen on Mr. Arturo Alessandri, who is an eminent citizen of the Liberal Party. He is 52 years of age.

When quite young he became Doctor of Law, and then commenced his Political career, being a member of parliament at 26 years of age. When Mr. Federico Errazuriz was President of the Republic, Mr. Alessandri was one of his Ministers, being at that time the youngest Minister that the country had ever had. Being a man of culture, he has always been a leader of liberal principles. In Chilean policy and in the serious international problems confronting the country, he has always commanded the admiration and respect of his citizens, as well as of the Latin American nations generally. The Chilean people have done justice to his merits in placing him at a head of the nation at so young an age, considering that all the other Chilean Presidents have been of mature years.

As member of Parliament, as Senator, as well as Minister of the Republic on several occasions, Mr. Alessandri has served his country with high patriotism and marked ability.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s. 10 1/4d.

THE WEATHER.

2 p.m. Barometer—29.78. Temperature—80. Humidity—85.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

NOTICES

SONGS YOU HAVE NOT HEARD

ALGIERS

CHINA MOON

COMRADE O'MINE

BY A WINDOW IN BAGDAD

SWEETHEART BLUES

WAY DOWN BARCELONA WAY

SALLY THE VILLAGE VAMP

SILVER WATER

YOUR WONDERFUL EYES

WHEN GOD GAVE YOU TO ME

MY SWEETIE'S SMILE

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HONGKONG.

INCORPORATED IN ENGLAND.

RELATIONS BETWEEN
GERMANY AND JAPAN.

(Continued from Page 2.)

the conditions of the Treaty of Peace. And she is willing and earnestly endeavouring to do so. But, Gentlemen, it is a tremendous task to rebuild one's own house and to cultivate one's own land whilst burdened with compulsory labour for others. But, hard as it is, Germany will solve even that task. The firm conviction that she will do so comes to me from the history of her past, and that is the prophet of the future. This conviction is also impressed upon me by what the present shows us. For, in spite of all sore distress, in spite of all obstacles, German diligence and intelligence are alive and active, eagerly seeking and finding new fields of activity, boldly entering upon new roads where the old ones have been blocked, moving with undiminished energy and filled with the joy and the evident desire to create things new, things good for all the world, on the ruins and ashes of the old, of which so little has been left.

That, Gentlemen, is the spirit that animates and spurs to new efforts the Germany of to-day, the spirit in which she seeks to recover your old friendship and good will.

NECESSITY FOR THE WORLD OF
GERMAN RECOVERY.

But my confidence in the success of this new spirit is also based upon the conviction that our former adversaries, who we all hope to make our friends again, must in their very own interests desire and will finally help to promote Germany's recuperation. And voices to that effect, both in high political quarters and in the press on both sides of the Atlantic, have not been wanting. That recuperation will come, or begin as soon as the Allied Governments succeed in making it clear to their peoples that from the cure-all of the German war indemnity they must not expect all, and that after this world catastrophe the victorious nations too must endeavour to make good the losses and injuries of the war—and this, entirely independent of the fact that Germany remains at work to fulfil her obligations. If, however, the other Powers really intend to help us, they must first come to know where Germany's difficulties lie that she has to contend with. In the first place, the disturbances must cease to which Germany is exposed because her frontiers have not yet been legally determined and are actually threatened on account of the non-existence of settled conditions in the neighbouring countries, and because the dread spectre of Bolshevism knocks loudly at her gates—a spectre which both Germany and her former adversaries have a common and equal interest to lay. Those are Germany's political difficulties.

GERMANY'S ECONOMIC
DIFFICULTIES.

As regards those of an economic character, the facts are that Germany has no funds. She needs credit, and for the lack of it her machinery is all but at a standstill; she needs coal and raw material to set it going again to its full capacity. Above all, however, the burden of that beguiling uncertainty must be lifted from her shoulders as to what, in the end, she will actually have to pay on the basis of the Treaty of Peace. But that which she will have to pay must be within the limits of reason and possibility. If the Powers then show a just and equitable insight and apply the lever at the points mentioned, I have no doubt but that Germany's economic power will be appreciably increased in a short time. And with it, I venture to assert that of other Powers which at present also suffer more or less through Germany's present difficulties.

If thus the foundations for a renaissance of Germany's economic capacity have been created, then and only then will the economic life of the world return to its normal paths and again run in its wonted channels to fertilise the thirsting lands on their borders.

FUTURE OF RELATIONS BETWEEN
GERMANY AND JAPAN.

Gentlemen, I have gone far afield to come to the theme which you have set me. But it was necessary for me to first present to you a picture of the two countries the relations between which are here under consideration and in that task I have endeavoured to present that position of both countries as faithful to the truth

as it was possible when one has to compare one's own country with other countries.

GERMANY'S CAPACITY
FOR TRADE.

Do you now, after my description of the condition of affairs in Germany, desire to enter with her in relations of an economic character? Do you see the presuppositions of a mutually beneficial exchange of interests fulfilled? Do you believe that such relations, such an exchange, would be to the advantage of both countries, or is there some underlying apprehension that the result might be a *societas leonina* from which only one party to it would derive any advantage? Gentlemen, I believe you may safely enter upon the venture, for we shall soon see that the early restoration of economic relations between Japan and Germany does indeed lie in the interest of both countries. Before the war Germany was in respect to Japan stronger as a seller than as a buyer, and in that relation no material change is likely to occur in the near future. For the purchase of the most valuable article of export of your country, that is silk, Germany is at present too poor. The state of the currency and the tax on luxuries have raised the prices of silk to the unattainable. Germany, therefore, will even still more than before the war have to limit herself to import raw materials from Japan. That is one side of the question. On the other hand, the state of the German currency so onerous to Germany, favours the import of Japan's requirements from Germany. In this scientific circle, however, I need not accentuate the fact that economic relations which are established on the basis of the depreciation of the currency of the country of the purveyor are not normal. In the last resort they would lead to Germany being stripped of all that she needs to live, that she finally has to sell herself out and disappears as an economic factor.

THE WIDER VIEW OF ECONOMICS.

Without reciprocity, without the advantages on both sides of a loyal and wise policy, economic relations between two countries are of no value. In the present condition of Germany an exchange of goods alone would have no material influence upon the balance of trade of either State. In view of the diminished purchasing ability of Germany especially the favourable balance of trade desired by Japan would be but little advanced. Economic relations, however, are not exhausted with the exchange of goods alone. In view of the culture and of the civilisation erected upon it in both countries the conception of the purely economic factor cannot be eliminated from the connections of life as a whole and put down as an abstract. Economic and cultural relations exercise constant effects and counter-effects, so that finally there is the same relation between them as between science, or theory, and practice. The attainments of never-resting scientific investigation transform themselves to inventions, create new forms of technique and require trade and traffic in every conceivable form and direction. If you will kindly permit me then to interpret the conception of economic relations to the extent; then the advantage which both countries will derive from a development as intimate as possible of their economic relationship, is more clearly evident than it would be if we talk only about an exchange of raw materials, manufactures of half-manufactures. And here especially also lies the advantage to Japan. Japan, as I have already stated, has become rich through the war Germany has been impoverished; that is, she has neither money nor credit. But she has preserved all the qualities that gained her both money and credit at the time when she was in her flower. She has men and women, who, in a high degree possess the ability and the will to work, who are industrious and possessed of good common sense. And that these qualities have not lost any of their pristine vigour during the war, the war itself, in spite of its issue, has shown. At the front and behind the front Germany has shown work to which even our adversaries have not denied recognition. Let me only refer to what Germany has created in the chemical industry that will be useful beyond the war. Science and investigation have never stood still, in spite of the privation of the most necessary auxiliary means; in spite of the want of food and of the bitter consequences of undernutrition. How quickly have not the people awakened from the stagnation of

the first brief revolutionary period. To-day they are in the best way to realise that their salvation must not be expected to come from the realisation of political theories, but solely and alone from the work of their own hands. These intellectual qualities, or, if I may so call them, these intellectual raw materials, await their utilisation. I see the highest point in the relations between Japan and Germany. The common co-operation of the energies of both peoples, directed towards the works of peace, will come to be a blessing and help to both; it will also help to direct the economy of the world into its normal course.

THE NECESSITY OF RECIPROCITY.

Even now, indeed, German industry has resumed its activity in many fields, and I am convinced that Germany will soon be in a position again to produce manufactures of a high value. Dyes, chemicals, instruments of precision and machinery of all kinds will be imported from Germany by Japan with advantage even if the state of the German medium of exchange is no longer so disadvantageous to Germany as it is at present to further develop the resources of Japan. In other fields, on the other hand, Japanese industries will make themselves independent. Hence results the necessary reciprocity without which economic relations cannot develop themselves. I go still further in the desire for a symbiosis of these two economic bodies. The reciprocity I have advocated I would not wish to see exhausted in the mere exchange of goods. On the contrary, I have in my mind a closer joining of commercial and industrial circles by both parties. Correctly balancing mutual interests, this seems to me to be a practicable, indeed the most practicable way for the resuscitation and beneficial formation of Japanese-German economic relations. German industry, under conditions which keep in view the maxim "live and let live," should be offered opportunities to assist Japanese industries with their older experience in the field of technique and organisation. Germany is poor and, at present at least, has no capital at her disposal. In so far, however, as there may still be capital, I would joyfully welcome the flowing together of German and Japanese capital in common enterprises. What is true of co-operation in industries, moreover, might also be tried in commerce with the same good prospect of success. German and Japanese merchants, therefore, should not seek to eliminate one another but join hands. For in no case can the one completely take the place of the other. But they may well supplement one another, whether they work together with, or only side by side of, one another, but not the one against the other. For only thus can the highest efficiency, which it is in the interest of both economic bodies to achieve, be attained.

These, Gentlemen are the ideas that have suggested themselves to me on the theme which you have done me the honour to set me for discussion. I have spoken frankly to you and beg you will accept what I have said with your good will and in the same spirit in which it was said.

But there is one thing which I have not yet said; one presupposition I have not yet mentioned, and without which the desire of all who wish for the revival of our old friendship must remain unfulfilled. It is this: Return to my country the old confidence! That is the request with which I close. It only remains to me to express the sincere desire that our gathering to-day may contribute towards again knitting and knotting together the threads between our countries that were broken by the late world war and that they may become a firm and lasting tie between us.

BELGIAN WAR GRATUITIES.

Brussels, Aug.—The 141 Deputies present in the Chamber this evening unanimously voted for a Bill which will give a sum of 75¢ (£1 13s. 4d.) to each ex-soldier for every month of service completed at the front between August 1, 1914, and November 11, 1918, and 50¢ (£1 1s.) for every month of useful service behind the line during that period. A special fund has been formed to pay these amounts. A law increasing succession duties by 50 per cent., designed to bring in a revenue of an additional 50,000,000 (£1,000,000), was subsequently passed.

NOTICES.

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These preparations we can thoroughly recommend as a prophylactic in INFLUENZA being easy and simple in use.

Ointment in pots or tubes ... 60 cents.
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CONSIGNEES.

NOTICE TO CONSIGNEES.

STRUTHERS & DIXON, INC.

s.s. "WEST JENA"
 From SEATTLE
 s.s. "LORETTA"
 From BALTIMORE

The Steamship
"WEST JENA"

having arrived from Seattle via ports on the 7th October, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of Cargo per s.s. "Lorett" from Baltimore are hereby notified that their cargo was transhipped at Kobe to the "West Jena".

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 13th October, 1920 by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the Godowns and cargo undelivered on and after 14th October, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents,
 1st floor, Powell's Building,
 12, Des Voeux Road Central.
 Hongkong, 7th October, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.
 From SAMARANG, SOURABAYA, BATAVIA, SINGAPORE & SAIGON.

THE Steamship
 "LAKE FARHAR"

having arrived on October 6, from the above mentioned ports, consignees are hereby notified that they must take immediate delivery of same alongside, and all cargo impeding discharge will be landed at their risk and expense into the Godowns of the Messrs. Frank Waterhouse & Co. Yaumati Shelter, and at consignees' risk.

Consignees must produce an Import Permit before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be landed in Frank Waterhouse & Co's godowns, where they will be examined on Oct. 11th at 2.30 p.m. by Messrs. Carmichael & Clarke.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the goods have left the steamer or godowns. Goods remaining undelivered after Oct. 13th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.,
 Operators U. S. Shipping Board.
 Hongkong, 7th October, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

THE Company's Steamship

"KAMAKURA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 17th October, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
 Agents.

Hongkong, 11th October, 1920.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From TACOMA via JAPAN
 PORTS & SHANGHAI.

The Company's Steamship
 "MANILA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 16th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA,
 Y. YASUDA,
 Manager.

Hongkong, 10th October, 1920.

W. S. BAILEY & CO., LTD.,

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Call Flag "L"

Sole Agents for
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 Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship
"SAMARANG MARU"

From JAPAN

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 25th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
 Agents,
 Hongkong, 11th October, 1920.

STRIKES AND THE PEOPLE.

COST OF EUROPEAN UNREST.

Mr. William Graham, M.P., writes in a Home paper:—

Confronted as we are with the possibility of a complete stoppage in British coalfields, and in the midst of conditions of grave social unrest in Europe, it is important that we should look calmly at the cost of strikes and try to ascertain whether, in view of world scarcity, high prices, and penalised economic reconstruction, it is possible to devise better methods for dealing with great industrial disputes. The details of the claim now made by British miners is familiar to all, and need not be recapitulated. It is essential to remember that if the supply of coal is interrupted the loss will fall with crushing weight on this country and on Europe at a time of exceptional and indeed extraordinary difficulty.

TWO MILLION DAYS GONE.

Let us look first of all at Great Britain. Some great strikes have taken place after periods of industrial prosperity, and for that reason their disastrous effects have been minimised. But no such consideration can be advanced to-day. It is less than two years since peace was vouchsafed to a stricken world.

There is still all the dislocation of post-war chaos. During July almost 150 trade disputes were intimated to the Ministry of Labour, in addition to 118 which were in progress at the beginning of that month. Over 90,000 workpeople were affected, and the estimated aggregate duration of all the disputes during the month was about 908,000 working days, as compared with 1,250,000 in June.

FLIGHT OF THE ENGINEERS.

If specific British industries are taken, it will be seen that a coal stoppage will fall upon them when they are already undermined by unemployment. No calling can be more dramatically affected than the engineering trades. At the end of July the total number of men and women in the United Kingdom, engaged in these industries who were claiming unemployment benefit was 45,718. If Scottish conditions are taken as an illustration it was intimated that there was no appreciable improvement at Glasgow, although in other parts of the country, employment was fairly good. British shipbuilding did not compare favourably with the standard of the previous month, and shortage of materials affected Scotland and the North of England. In other trades upon which the prosperity of the people rests there was circumstances of even greater anxiety.

CHAOS IN EUROPE.

If such things are true of this country, and if it is plain that a coal stoppage might be the means of pushing hundreds of thousands over the precipice into actual want, what is the position of affairs in Europe? Let it be remembered that in any serious

industrial crisis in Britain we cannot expect Continental manufacturers and workers to come to our assistance. They are exhausted by war. They, too, are torn by industrial strife. In France living continues to grow, dearer, and various classes of workers are asking for increases in wages. Metal workers are on strike at Lille. The Labour Confederation has proclaimed a general dockers' strike in all the Italian ports. Austrian telegraph and telephone officials have struck work owing to the Government's refusal to grant increases of pay and pension. The labour situation in Spain is serious, and syndicalist outrages have revived. In Germany the returns from the trade unions show a very considerable increase of unemployment in June. German employment exchanges indicate that for every 100 vacancies there are 201 male applicants and 125 females.

IS THE WORLD MAD?

Some of this unemployment is due to strikes and much of it to general economic dislocation. The important point for us to remember is that Europe is in chaos, and bound up as we are with European needs that chaos is represented in every home in Great Britain. Prices will never fall until all Europe, and not merely a portion of it, gets to work again. Pessimists say the world is going mad. That is a doctrine of despair. The greater the crisis the greater the call for constructive thought.

A CONSTRUCTIVE POLICY.

At this hour the best minds of Labour have an unrivalled opportunity. On behalf of the people they can make a powerful

offer to the Government. High prices, suspicion of extravagant profits, a sense of intolerable personal wrong following the war, are among the leading causes of industrial disputes. Until we can march definitely to a new and better social and industrial order, based on the generous co-operation of all in the cause of British prosperity let the Government adopt a policy of rigorous treatment of trusts and combined. Let it take the practical steps which have been suggested by Sir J. C. Stamp and order economic experts to appropriate for the people fortunes which were cruelly wrung from the sacrifice of millions during the war. Let it declare definitely its policy in the matter of hours of employment and wages regulation, perhaps the most costly delay that has taken place in Parliament. Having done so, let it ask, as it could with confidence, the masses, to honour their bargains and pull together to save the State. There have been periods of genuine, as opposed to fictitious, moral revival in Great Britain. Such an offer might, by its very courage, to say nothing of its overwhelming necessity, achieve a moral regeneration which would be the basis of abiding peace.

AMERICAN PRAISE OF BRITAIN.

In commemoration of Great Britain's declaration of war against Germany the Commander of the American Legion telegraphed to Field-Marshal Lord Haig, Admiral of the Fleet Lord Beatty, and the soldiers and sailors of the British Empire a message of greeting, praising Britain for her conduct of the world war.

SHIPBUILDERS.

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DEPTH ON CENTRE OF

SILL (H.W.Q.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL, CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

Sufferers from Bad Legs, Abscesses, Ulcers, Glandular Swellings, Eczema, Boils, Pimples and Eruptions, Piles, Rheumatism, Gout, etc. should realise that these complaints are the symptoms of deep rooted blood impurities, and while outward applications may give temporary benefit, they can do no more because they cannot get below the surface of the skin.

The One Way to Real Relief,

complete and lasting, is to rid the blood of the poisonous waste matter, the true cause of such troubles. To do this you cannot better Clarke's Blood Mixture. This famous medicine of over 30 years' standing promptly attacks, overcomes and expels the impurities, that's why so many living cures stand to its credit. Pleasant to take and harmless to old and young alike.

Of all Chemists and Stores

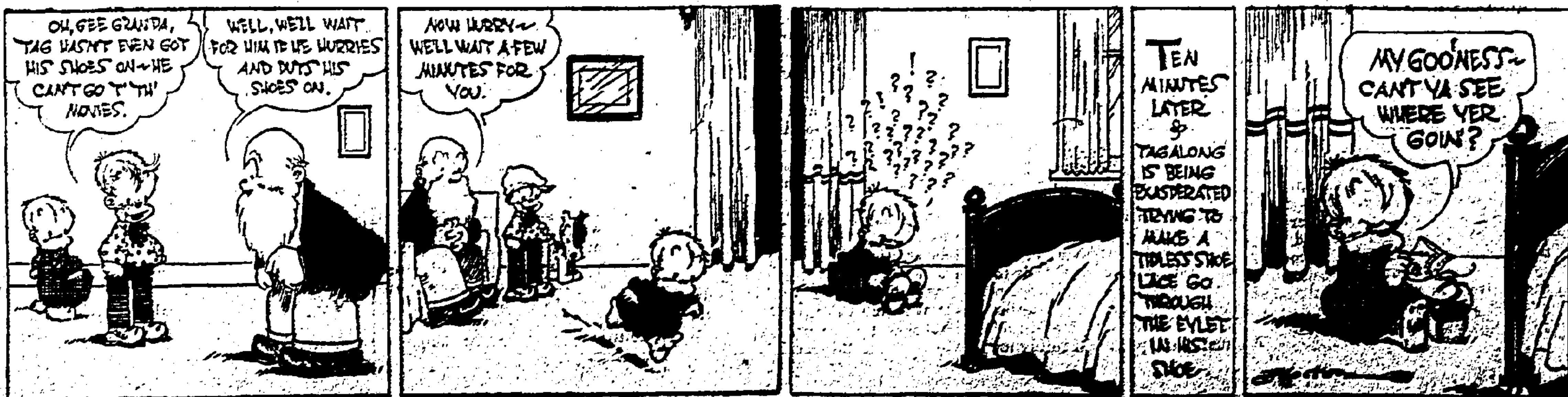
Don't be led to try a Substitute.

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Blood
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It Surely Ought to—the Shoe Has Eyelets.

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In this changeable weather
Beware of a chill—

Carry a phial of
WATSON'S
GOLD CURE TABLETS.

A sure preventive.
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Price per phial 60 cents.

A.S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who are our agents there.

Cable Address: Telegraph, Hongkong.

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The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 12, 1920.

SOVIET TYRANNY.

Although it is right, as we remarked yesterday, that Russia, or any other country for that matter, should decide for itself what form of government it wants, the needs of democracy will not be satisfied unless it is shown that the people as a whole are given full opportunity to express their preferences. Unfortunately, the evidence so far as Russia is concerned is that the Soviet rules by no such popular consent. That point was emphasised in the report of the Italian Labour Mission which has just visited the country and which says that Communists number only 600,000 out of a population of 60,000,000, but that the former are masters. Bureaucracy, say these Italian Labourites, has enormously increased in Russia, and the additional circumstance is noted that where the Bolshevik regime is less stringent, that is in the countryside amongst the peasants, greater freedom is enjoyed. In the towns, however, the workers are said to be worse off than before the Revolution, cities having fallen into moral and material misery. The whole trouble appears to be that the capitalistic regime has been destroyed, but nothing has been substituted for it.

This indictment by Italian Labourites is significant, following as it does on the recent adverse report by a British Labour Mission, for it goes to show that, so far from spelling happiness and prosperity for those whom it is supposed to benefit, Bolshevism is in reality nothing other than a new form of tyranny, every whit as despotic and just as much a contrast to true freedom and liberty as any other that has preceded it. Lenin and Trotsky are for ever representing Bolshevism as a workers' creed, designed for the special benefit of the proletariat. They never tire of calling British and even American workmen "slaves of capitalism" in the advice which they are much given to addressing to the peoples of other countries. This is the typical kind of manifesto which these Soviet leaders scatter broadcast amongst the workers of other lands: "Rise, ye slaves! Strike off the shackles of capitalism! Be free men! Well, what do foreign observers of these Bolshevik leaders think of them? We will quote the opinion of Mrs. Philip Snowden, one of Britain's foremost women Labourites, regarding Lenin. She also has been in Russia recently, and she says of this man: "He is the prince of slaves and the slave of dogs." He conscripts workers, men, women and children. He tells them how long they shall work and what pay they shall receive. He tells them where they shall labour, and how. He even tells them how much they shall eat, and when. He also tells them where they may live, and dictates the conditions of their lives. So in very truth this self-styled liberator of the workers is one of the greatest slave-masters the world has ever known.

When we read opinions such as these, vouchsafed, not by Reactionaries, but by men and women who can rightfully lay claim to the title of Progressives, we can surely have no two opinions as to the merits of Bolshevism as a social system. In Russia to-day, there is no such thing as rule by the people, any more than there was under the Tsarist regime. One group of autocrats has been swept away, it is true; but another has arisen to take its place. And of Russia to-day it may be said that her last state is worse than her first. For Lenin, Trotsky, Kamenev and Krassin to talk of "slavery" in other countries whilst they rule Russia with an iron hand themselves, is sheer, unadulterated hypocrisy. Let the Russians have the form of government they desire, by all means. But let the people be free to speak and to

NOTES & COMMENTS.

STRONG EVIDENCE.

The latest motor car accident on the Aberdeen-Repulse Bay Road, which we reported yesterday and in consequence of which three Chinese ladies were more or less seriously injured, brings one to the conclusion that motorists are far too fond of speeding up along that particular stretch of road just past Aberdeen village.

The question of driving cars at a dangerous speed has been thrashed out pretty thoroughly in the local press of late and we are loathe to re-open a subject that depends so much on the point of view. But it is hard to ignore facts and the facts we have in mind are these:—On August 9 four Chinese were very seriously injured as the result of a collision; but a short while previous to that a Chinese boy was killed; and that was preceded by only a few days by an accident in which a Chinese man was knocked down and killed. The whole of these three accidents and the one that took place on Saturday occurred along this road, either in the village of Aberdeen itself or just beyond. That is pretty strong evidence, we think, that motorists do not exercise reasonable care and caution in negotiating this particular stretch of road.

The new control posts that have been erected by the Police are, we have sound reason for believing, not taken sufficient notice of, for since their erection we have seen motor cars passing through Aberdeen village at a speed well over the 10 miles an hour laid down. On the open stretch past Aberdeen there is no reason why motorists should be restricted in their speed, say up to anything near 25 miles an hour, but when they travel at the rate of 30 miles an hour and beyond, as they very frequently do, then it is time that the police took very strong action against them.

This is a pleasure drive and does not call for haste—in fact, all motoring in Hongkong is pleasure motoring and why excessive speeds are indulged in has always been something of a conundrum to us.

The remains of a Chinese boy who was yesterday accidentally knocked down and killed by a train at Chung Sha Wan were removed to the Kowloon Mortuary. The train, comprising twelve wagons, was carrying earth for the reclamation ground in the vicinity.

A collision took place between a cargo boat and the launch Tai Yick Yee in the harbour near one of the Kowloon wharves yesterday. Whilst taking in cargo from the Manila Maru, which was lying alongside No. 3 Wharf, the sampan was run into by the launch, with the result that the smaller vessel took in water and gradually sank. Beyond a ducking, the crew were none the worse for the accident, though it is reported that a valuable cargo of apples and other merchandise was lost.

THE GOVERNING FACTOR.

As a general rule we are against the imposition of any speed limit anywhere. A speed limit is a very arbitrary thing, as in given circumstances it often affords no protection at all. Speed must always be regulated by the conditions of traffic, by the nature of the road—in the fact only the immediately prevailing circumstances should govern driving. That is the theory we would rather work on, accepting, of course, the competence of every driver. Here in Hongkong, where we have a large number of native drivers, it might not be wise to leave the question so open. With serious accidents so frequently happening as of late, the police would be justified in imposing strict speed limits for every road and district. They are loathe to do so, we know, and have been content to indicate and make rulings for certain well-known dangerous areas. Motorists have their own freedom in their own hands; if they abuse it by speeding they cannot grumble about restrictions.

Professional garage drivers are certainly the worst offenders and it is up to garage owners to insist on a very high standard of competence when engaging men. The police are doing their best, we feel sure, but their efforts need a very hearty seconding by all who have the best interests of motoring at heart. Joy riding can very easily spell its own restriction.

JAZZ.

Jazz music is still with us, and we shall doubtless hear a good deal of it during the coming dance season. As to the origin of jazz there have been many opinions expressed in the American press. In one of the recent American papers to hand we are told that "the hunt for the origin of jazz has led to the African jungle and to the music of cannibal feasts and orgiastic dances. But, further back it can be traced to the beginnings of civilization in China itself. Confucius, who lived nearly 2500 years ago, edited a book of ceremonies called the 'Li Ki'." The book of ceremonies was a venerable Chinese classic long before Confucius gave his attention to it. The sayings in the 'Li Ki' represent a viewpoint of musical criticism in China which perhaps corresponds to the date assigned by the Jewish Chronology for the Garden of Eden. The 'Li Ki' describes music as a powerful influence for

DAY BY DAY.

THE GREATEST FAULT, I SHOULD SAY, IS TO BE CONSCIOUS OF NONE BUT OTHER PEOPLE'S—*Carlyle.*

The health return for the past three days shows one fatal case of enteric (Chinese) and one non-fatal case of diphtheria (Portuguese).

We learn that the construction of the new floor in the V.R.C. premises will be shortly commenced in order to enable social activities to be begun in the month of December.

A Chinese woman, 34 years of age, fell from an upper story of a house at St. Stephen's Street on Saturday. She was picked up from the street and removed in an ambulance to the Government Civil Hospital.

Following a quarrel with her daughter-in-law, a Chinese woman on Saturday jumped into the harbour from the Fraya East. She was however rescued by boatmen and taken to the Government Civil Hospital.

That the smaller vessel took in water and gradually sank. Beyond a ducking, the crew were none the worse for the accident, though it is reported that a valuable cargo of apples and other merchandise was lost.

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Two private chauffeurs and the driver of a public car were prosecuted by Inspector Garrod at the Police Court this morning for reckless driving. This is in accord with the policy of the Traffic Department to institute prosecutions where advisable as a preventive against reckless driving, which has of late resulted in a large number of serious accidents.

Five Chinese who were secured in a raid which Inspector Willis and his colleagues of the Western district made on a house at First Street on Sunday night were charged before Mr. G. N. Orme at the Police Court this morning, and, on the Inspector's application, remanded for a few days to enable the Police to bring a charge of possession of arms against the prisoners. In the raid, which was made for the purpose of preventing a robbery attempt to be in contemplation, a loaded revolver as well as a number of daggers, pens and other articles useful to a robber, were found on the persons of the prisoners.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 9.30 a.m. to-day:—

Cyclone or typhoon E. of Luzon, less than 300 miles distant, moving N. N. W.

Typhoon in about 127 Long E., 13 Lat North, moving N. W.

The following telegram was received at 1 p.m.:—Cyclone or typhoon in Long 126, Lat 16, recurring north-eastward.

good or evil, and pictures the prehistoric synecopation as follows:—The air of Kang go to wild excess and debauch the mind; those of Sung speak of slothful indulgence and of women, and submerge the mind; those of Wei are strenuous and fast and perplex the mind; and those of Kbi are violent and depraved and make the mind arrogant. The air of these four states all stimulate libidinous desire and are injurious to virtue. If not jazz, what else falls in with the description? Kang, Sung, Wei and Kbi—all their scores have been lost. Only the monotonous drum beat which they doubtless contributed to prehistoric jazz remains in modern Chinese music."

AN ISLANDER'S DIARY.

[BY "AJAX."]

A Dr. Williams once had a quarrel with one of his parishioners named Hardy, who showed considerable resentment. On the succeeding Sunday, the Doctor preached from the following text, which he pronounced with great emphasis: "There is no fool like the fool—Hardy." This story is recalled to mind by what has happened during the week. Every now and again, like a recurring decimal, the question of higher pay for the China Coast hands comes up for discussion in the Press, until to-day the Guilds have become more and more insistent in their demands. Their latest move is against the Indo-China Steam Navigation Company. They have been taking stock of the earnings of this concern and have discovered that instead of the Company being on the verge of insolvency it is making a handsome profit. Hence they asked for an all-round increase of fifty per cent. for all the members of the floating staff of the Indo-China Company, and which they eventually reduced to thirty per cent.

Now, it will be admitted by everybody that during the war the profits of most shipping companies were undoubtedly large, and this gave rise to the idea that Company earnings constituted a vast reservoir of wealth which could be freely tapped to provide higher wages. But even the Guild leaders must know that there is a limit to high wages, and the Indo-China Steam Navigation Company contends that that limit has already been reached by the concessions which the Company has granted to its men. On the confession of *Shipping and Engineering*, which is what one may term the men's organ, the conditions of pay and service on the China Coast are better than in many other parts of the world. Only quite recently it wrote in the following strain:—"When a survey is taken of the conditions now prevailing in many parts of the world as regards the mercantile marine officer and employment it can be perceived that those on the China Coast serving in the coastal shipping companies are more favourably situated than the majority."

The Guilds have concerned themselves very much with the profits which have accrued to the Company during the war, but they would do well to take into consideration the fact that the Company, in order to keep its fleet up-to-date, is obliged to pay treble and quadruple for new vessels and the price, through rising wages, is advancing all the time. The recent drop in freight should prove a warning, and the policy of pressing for higher rates of pay at present may prove suicidal to the men themselves. Anything which cuts at Capital just now is popular with most workers, but the policy is a fatal one, for every cut at Capital is in the long run but a stab at the worker.

Now, only a few months ago the Guilds were demanding from the "outside" shipping companies an increase in pay for their members to bring it up to the scale allowed by the Indo-China Navigation Companies. We all know that they did not get all they asked for, but the point is that when the Guilds made these demands on the "outside" companies they considered that the standard of pay allowed by the Indo-China and the China Navigation was fair. Yet almost before the ink is dry on the signed Arbitrators' award, the Guilds come forward with a fresh demand which aims at raising the Indo-China and China Navigation standard, which they had previously admitted was adequate by the mere fact of using it as a basis in their plea for those employed on "outside" ships. If this new demand is conceded, no doubt the "outside" men will immediately want their wages increased also. And so the process goes on, in a never-ending circle. The lesson to be drawn from all this is that the Guilds are not so much concerned with what is a fair standard of payment as they are with what they can possibly wring out of the owners. It's a case of money and still more money, and the most unfortunate thing about it all is that no account is taken of future probabilities so far as shipping earnings go.

LOCAL WEDDING.

RAILTON-VAUGHAN.

A wedding of considerable local interest took place at St. John's Cathedral this afternoon, when Miss Violet Muriel Vaughan was married to Mr. Leonard Manning Railton, in the presence of a large gathering of relatives and friends.

The bride, who was given away by Mr. T. Neave, was attired in a gown of white georgette, with brocade sash, and she carried a shower bouquet of roses and maidenhair fern. Mrs. Neave, the hostess, wore a dress of brown brocade silk with gold trimming. Mr. R. Farmer was "best man."

Subsequent to the wedding ceremony, a largely-attended reception was held at the Hongkong Hotel, Mr. and Mrs. Railton later leaving for their honeymoon, the bride's going costume being of white serge, whilst she also wore a saxe blue silk tulle hat trimmed with pink heather.

FOR TWO GREAT CAUSES.

THE MYSTERY OF THE FOUR DOORS.

No doubt many of our readers have already heard of the four doors that will be seen on the stage of the Theatre Royal in about three weeks' time. On Thursday, October 28th, and on Saturday, October 30th, there will be produced in the Theatre Royal for the first time four most entertaining and spectacular plays written by Lord Dunsany. These plays are entitled:—"The Glittering Gate," "The Golden Doom," "The Promise of the King of the Golden Isles" and "The Lost Silk Hat."

It is remarkable that each play includes in the scenery a door. Perhaps it is accidental, but at any rate, it is most certainly a connecting link not only between the plays themselves but between the plays and the object which the producers have in mind. For in North China, there is a terrible famine, and the only way in which the Door of Hope can be opened to those who are starving, is by sending financial assistance. Great efforts are being made in London and in many other places in connection with this famine. Surely it is imperative for us in Hongkong to do everything possible to help the sufferers. All we are asked to do just now is to book tickets for these two nights so that we may thoroughly enjoy ourselves. It is very little, and there is no excuse, except the old excuse of "Maseke" which is really no excuse at all in this case.

The local amateurs have been working quite a long time on these plays. We know quite well that for months great efforts have been expended on every detail concerning scenery and dress. We believe that people will talk about these plays for months after they have been produced. They are four comedies and each of them reveals human nature to us in a manner that is entertaining and stimulating. It has been said that the novel was the greatest influence during the 19th Century in moulding the opinion of educated people concerning the problems of life which face all of us. It has also been said that the stage now occupies the position formerly held by the novel. Certainly it is much simpler to sit in the theatre and listen to the brilliant sentences than it is to read them out of a book. There is something live and human in lines that are spoken and without in any way depreciating the novel, it must be owned that listening is easier than reading. Also it is more sociable. In about three weeks' time we shall have a great opportunity and all that is necessary for the present is to take the simple precautions to insure that we do not miss the chance which will be offered to us. Remember that the dates are Thursday, October 28th, and Saturday, October 30th.—Contributed.

MANCHESTER'S PROFITABLE TRAM.

Manchester municipal tramway system during the past year contributed £111,891 to the relief of the rates.

LINKS FROM LINCOLNDODDIE.

"Linkcundoddie"

Edinburgh, N.B.

1st September, 1920.

Dear S. . .

Aye, I can mind fine his very words. "Lox here," says he, for he was a wee bit nettled, "if the morn was Sunday, I'd play ye first thing after breakfast and beat ye by—aye four holes easy afore noon." "Well," says I, just to keep his dauber up, "what's to hinder ye?" But he was for none of it. He wasna' so daft on the game, he maintained, as to ever think of playing on the Sabbath Day. For all that he was so vexed at being beaten on the last hole that night, I verily believe that if it had been possible last Saturday night to do a round wi' candle-light, he'd have been game. But play on the Sunday, no. The folk in our wee town don't believe in Sunday games. They only go for walks on Sunday. Walks in their Sunday best clothes and stiff unaccustomed collars each one wi' his eyes on the ground. Their favourite walk is over the golf course and their main is no' altogether begotten of modesty. No, golf balls have been known to have been found on our Golf Course, even on the Sabbath Day. And lifted too. And what's more forbye, sold the next day as "repainted" but how they got the white paint on and dry by Monday morning without unbolting the day of rest, I never could exactly fathom.

But the old man he was stiff set against doing anything on the Sunday. No even when sailing from foreign ports, he says set his face against that sort of thing. But on the Monday, aye on the Monday, I was to look out for my ticks good and proper.

That night about ten o'clock, his wife called at our house and would I come round, for the Captain had taken a funny kind of turn and seemed hard at the breathing. I was just preparing for bed but slipped on my dressing jacket and stepped over. Sure enough he was breathing hard and what's more forbye unconscious. His lungs seemed to be at high pressure and a donkey pump was quiet wif comparison. I didn't like the look of him and sent for the doctor. But he, it turned out afterwards was busy at another corner of the Parish bringing life into the world while in the short hours of Sunday morning another life slipped away between our fingers, so to speak. Aye, Captain—broke his rule that Sunday afternoon for he set sail on his last voyage before the day was long born. A clot of blood on the brain, the doctor said. I've wondered often since, if my annoying him over the Sunday match had anything to do wif it. Onyhow, I'm glad he slipped off in his bed and didn't drop down on one of the greens. He was a big man, sixteen stone if a pound, and our greenkeeper's very particular at times.

Onyhow he's gone to Heaven, if ever a man deserved it. And as the good book tells us that there's no sea there, then there must surely be golf, for I'm sure that was his idea of Heaven—an unlimited supply of 29 Plus Colonels, Clubs pattern on his favourites, wif watter, blue-bellied clouds for the teeing greens and putting greens that made holing out in one a perfect joy.

I wonder though if they play on Sundays there?

Aye, this last week's been a gloomy week altogether. It has also been big wif social and industrial trouble. At the moment the nation seems on the verge of industrial disaster. The Government are fiercely criticised by many; but by the Hokey Fly if responsibility begins wif Ministers it ends sure enough wif the individual. The contribution of the average man to peace and production is at times mighty feeble and imperceptible. While the Government are accused of allowing matters to drift, the individual is often as no does the same in his own case. If this period of indifference would only come to an end, then there would be a chance of something being gained. Mind ye, discontent and agitation have often been the forerunners of genuine needed reforms, and must not always be considered as merely due to mischievous influences. What, however, to my mind, is lacking in Labour to-day is just that very same kind of statesmanship in which the Government is said to be

(Continued on Page 7.)

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LINES FROM
LINKUMDODDIE.

(Continued from Page 1)

wanting. The Labour Party never had a better chance than they have to-day but they are spoiling that chance because of sectionalism. Labour, to succeed at all, must be just all round. The Party must offer a real standard of honesty and fair dealing between man and man. The miners at the moment contemplate striking. If they do they'll get it in the neck. The public are not with them. Labourists are constantly raising ethical issues in their politics, but if Labour is ever to succeed as a governing power in this country they must have a standard of good for all. At the moment they fiercely denounce the older Parties as Pharisees and hypocrites. What is their present standard, not in talk, but in practice? Every Labour procession is adorned with beautiful soul-stirring mottoes. Maybe the most common nowadays are those that refer to capitalists, and communists. I have liked the old one which has now disappeared: "A fair day's wage for a fair day's work." If the Labour leader would continue to preach from this text, the miners in particular would, if they accepted the message to-day, have been in a much stronger position than they are, and would have counted more certainly on public support than is now the case.

Now if I had anything to do with you man Smillie I'd have him locked up in a Borstal Institution. I'll not go the length of saying he's a lunatic but he's certainly a fanatic. At one time some of the Northcliffe papers used to hail him as being the strong man of the Labour movement, the one man who could and did keep Labour in check. If ever that was the case it must have been before he turned fanatic or was he just biding his time? But one little indiscretion sometimes serves to expose a lot of pretence. It is supposed to be because of a desire for another 2/- and to force the Government to sell cheaper coal to the consumer that the miners are to-day busy coquetting with chaos but Mr. Smillie let the cat out of the bag when he declared that the issue after all was nationalisation of miners. And once out of the bag that cat cannot be stuffed back, as Smillie himself must now be regretting. Now we all must concede Smillie a certain constancy of purpose. He's got nationalisation of mines on the brain. It's been so to speak, the guiding star of his life's progress. But he's no honest man at all. The miners are balloting on one issue: their leaders are directing them on another. And now the cat's out of the bag, the public will have none of it. And without public opinion on their side the miners can never hope to win. It's a case of blackmail and we every one of that kind the best way to fix it is to fight it. No, no, the case for nationalisation is a long way yet from being proved and the workers in this country are not likely to be swayed by the fanaticism of one man, no matter how omnipotent he may think he is among his own class.

The civil war in Ireland is just as unceasing as ever. Every morning brings its record of crime and reprisals and every day seems to be worse than the day before. Now we've got a half dead Lord Mayor of Cork on our hands. Upon my word it would seem that the authorities in Ireland are contriving to give the Sinn Féiners the biggest possible advertisement of their cause.

But in between the mixture of orange and green and black and blue we occasionally get a glimpse of sunshine. Last week there was a peace conference in Dublin, the most hopeful sign that has come from Ireland this many a day. It was a rally of moderate men. Many of them were Unionists. And they wanted peace, and self-government. It takes some courage to call and attend peace meetings in Ireland to-day. So we must take it that these men know what they want, what Ireland wants—and needs. Certainly no hope can proceed from the men of violence—the Carsonites in the North, the wild Republicans elsewhere, and the military and constabulary who have from time to time been proved guilty of reprisals. At the moment there's not a hair to draw between the lot of them. Terrorism in the shape of Sinn Féin assassinations is replied to by terror. Villages and towns are shot-up by men paid to maintain the peace of the country. A religious war has broken out. Protestants and Catholics are whizzing away at each other for all they are worth. Ireland will soon be an absolute ruin. The Prime Minister says the world wants peace. Right; but what about our own people? How long are the Government going to halt between two opinions as regards Ireland? When are our folks to be finished with unhappiness? Peace, like Charity, I say should, begin at home. It's mighty high time our Government were getting a move on and a real beginning was being made with reconstruction in these islands. If our Westminster Wasters don't get busy there'll be Scotsmen come together in Edinburgh just as Irishmen have done in Dublin and then England can govern herself to her heart's content. Revolutionary, eh? Nothing, my dear chap, to the communistic talk we hear so much of late. As things are the now it's a toss-up whether it's to be a black winter or a red one, or both.

I see that the annual meeting of the British Association has this year been providing Cardiff with a veritable glut of intellectual controversy. From the discussions it would appear that some of you thoughtful merchants had never heard of a European War. Apparently the folks that dabble in the great elements of this world and a few other worlds besides, treat it as just a minor incident. At ongrate they all appear to be as high up in the clouds as ever. What do they get to talk about? Oh! anything and everything from the probable age of the earth to missing a teeshot. You laugh. Just listen to this from a Glasgow professor replying to another professor's theories and experiment's with an electrical device for measuring the human emotions. Says this bright lad from the Clyde—

"Might not the professor's theory explain the cause of bad golf shots, especially in moments of crises in the game? Also, does it not explain why cold-blooded, unemotional Scotsmen are least likely to err in their shots when most depends on them? For instance, the drive depends on three factors—personal emotion, the palms of the hands, and the steadiness of the feet. The last two are said to be the most sensitive to emotions passed through the brain to the body. In my opinion, the thought of missing a shot passed through the brain to the highly susceptible palms of the hands and the soles of the feet spoils many shots."

Aye, right enough it make your feet fair itch to read that sort of

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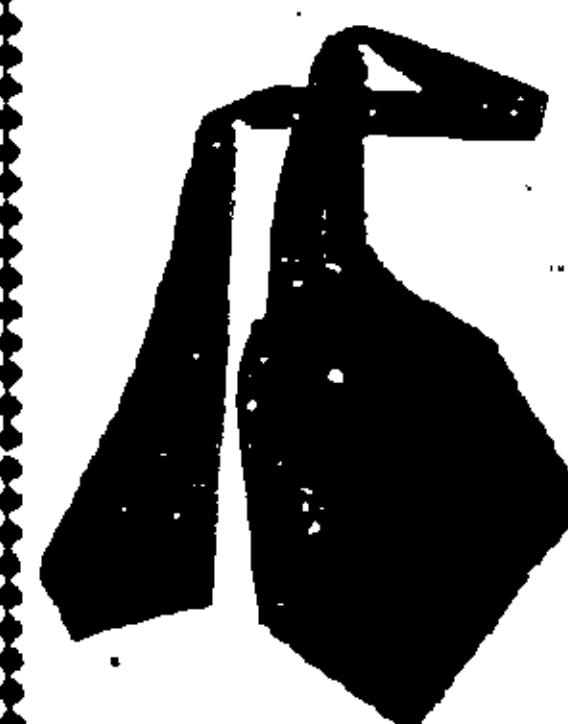
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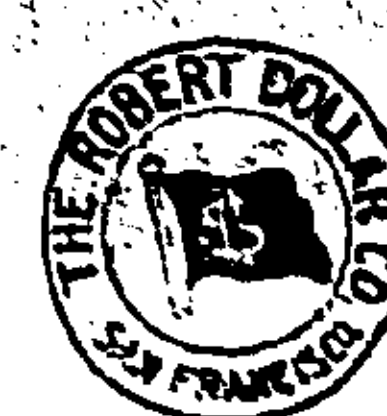
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Via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	Oct. 12th
TENYO MARU	22,000	Oct. 25th
SHINYO MARU	22,000	Nov. 23rd
PERSIA MARU	9,000	Dec. 2nd
KOREA MARU	20,000	Dec. 17th

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

Via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	24,000	Nov. 9th
TOKYO MARU	5,500	Dec. 9th
KIYO MARU	17,200	Jan. 10th

For full information regarding passengers, freight, and sailings apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH LTD.

CHINA MAILS S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

Via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Oct. 31st. Nov. 6th. Dec. 4th.

AN UNRIVALLED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting. Freight and Passenger Agent.

Prince's Buildings. Ice House Street.

Telephone, Passenger Dept. 1931.

Telephone, Freight Dept. & Agent. 2161.

STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the UNITED STATES SHIPPING BOARD.

ALSO

Amalgamated with COSMOPOLITAN SHIPPING Co. NEW YORK.

Operating Baltimore via Panama Service to the Far East.

TO SEATTLE.

"WEST JESSUP" ... 17th October.

To NEW YORK & BALTIMORE.

"WOONSOCKET" ... 20th October.

To SAIGON & SINGAPORE.

"COLORADO SPRINGS" ... 23rd October.

To SAN FRANCISCO.

"WEST HENSHAW" ... 27th October.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.

HONGKONG OFFICE—1st floor Powell's Building, 11, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For Boston & New York.

"CELTIC PRINCE" VIA PANAMA CANAL, on or about 18th Oct.

Steamers proceed VIA SUEZ OR PANAMA CANAL at Owners' option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATELOS" (ex "WAR TROOPER") 8,240 tons D.W.: 5,195 (gross)

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.,

in the order of the British Government.

Please Address Enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,400	15th Oct.	S'pore, Colombo & B'way.
KASHGAR	8,900	22nd Oct.	M'les, London & Antwerp.
NOVARA	8,900	12th Nov.	M'les, London & Antwerp.
NELLORE	8,850	28th Nov.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

G. APCAR | 4,600 | 15 Oct. 1 p.m. | (Calcutta via Singapore, Penang and Rangoon.)

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
EASTERN	4,000	1st Nov.	M'bourne via Sandakan, Thure-day Island, Cairns, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
EASTERN	4,000	13 Oct. 9 a.m.	Kobe.
NOVARA	8,900	16 Oct. noon	Shanghai, Kobe & Y'ham.
TAKADA	7,000	21st Oct.	Shanghai only.
NELLORE	7,000	24th Oct.	Shanghai & Japan.
DILWARA	5,400	30th Oct.	Shanghai only.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 14ft. x 11ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

YAJIMA MARU (Omitting Shanghai) Thurs. 14th Oct. at 11 a.m.

TOYAMA MARU Monday, 15th Nov. at 11 a.m.

TOYOHASHI MARU Friday, 26th Nov. at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tuesday, 14th Dec. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

MISHIMA MARU Monday, 18th Oct. at noon.

SADO MARU Friday, 29th Oct. at noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU Sailing from Yokohama 16th Oct.

MARSEILLES & LIVERPOOL via S'pore, C'ho, Suez & Port Said.

KAMAKURA MARU Sunday, 21st November.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Friday, 22nd Oct. at 11 a.m.

AKI MARU Wednesday, 17th Nov. at 11 a.m.

NEW YORK via Suez. Tuesday, 12th October.

MORIOKA MARU Sailing from Singapore 17th October.

TOKA MARU Sailing from Singapore 17th October.

BOMBAY & COLOMBO via Singapore. Wednesday, 27th October.

JINSHO MARU Wednesday, 27th October.

CALCUTTA & RANGOON via Singapore & Penang.

KOTSU MARU Sunday, 24th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Saturday, 16th Oct. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HAKODATE MARU Saturday, 16th October.

INABA MARU Thursday, 21st Oct. at 11 a.m.

TENSHIN MARU Wednesday, 20th October.

For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone Nos. 292 & 293.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	19th Oct.	19th Oct.	S'gon, S'pore.
Tjibodas	Amoy	19th Oct.	25th Oct.	Java.
Tjibodas	Java	20th Oct.	26th Oct.	Shanghai.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING**JAVA PACIFIC LIJN.**

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	1st Nov.	3rd Nov.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Yok. Buildings.

Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK & BOSTON

via Suez or Panama canal at owners' option.

S.S. "MUNCASTER CASTLE"

Sailing about middle November.

LLOYD TRIESTINO.

FOR SHANGHAI.

S.S. "PERSIA" Sailing about 5th November.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO

S.S. "AFRICA" Sailing about 7th November.

S.S. "PERSIA" Sailing about 8th November.

Passengers Luggage can be insured at the office of the Agent

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN S.S. "HOKUTO M." sailing on the 19th October.

S.S. "BORNEO M." sailing on the 30th October.

For JAVA S.S. "SAMARANG M." sailing on the 11th October.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co. Ltd., and APCAR Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION)

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	25th October.	21st October.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"MATOPPO"	15th October.
LONDON	"CITY OF NAPLES"	15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINIA	Oct. 18	S.S. VINIA	Oct. 21
S.S. WEST HIXTON	Nov. 1	S.S. WEST HIXTON	Nov. 4
S.S. WEST HIXA	Nov. 30	S.S. WEST HIXA	Dec. 2
S.S. WEST MONTOP	Dec. 1	S.S. WEST MONTOP	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

BRANCH OFFICE:

Kobe, Shanghai,

Manila, Singapore.

HONGKONG OFFICE:

Prince's Building, Chater Road,

Telephone No. 1062.

CHAS. E. RICHARDSON,

General Agent for South China.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailing
SANDAKAN	Hinsang	Tues. 12th Oct. at noon.
HAIPHONG via Hoihow	Loksang	Wed. 13th Oct. at 8 a.m.
TIENTSIN	Chipsang	Thurs. 14th Oct. at 2 p.m.
STRAITS & Calcutta	Yalsing	Fri. 15th Oct. at 3 p.m.
MANILA	Loongsang	Fri. 15th Oct. at 3 p.m.
SHANGHAI	Hopsang	Sun. 17th Oct. at d'light.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Friday, 15th October, at 3 p.m. for S'PORE, PENANG & CUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For	Steamer	To Sail
HONGKONG	Yunnan	14th Oct. at 10 a.m.
SHANGHAI	Sinkiang	14th Oct. at noon.
SHANGHAI & TSINGTAO	Yingchow	16th Oct. at 4 p.m.
SWATOW & BANGKOK	Kanchow	19th Oct. at 10 a.m.
MANILA, CEBU & ILOILO	Taming	19th Oct. at noon.
AMOI, SHAI & PUKOW	Szechuen	19th Oct. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow. For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Agents.

Hongkong Oct. 11, 1920.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Maiching	A. H. Stewart	TUES. 12th Oct. at 2 p.m.
Maiching	W. C. Passmore	FRI. 15th Oct. at 2 p.m.
Maiching	J. S. Thomson	TUES. 19th Oct. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.) For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.	via Panama	24th Nov.
"TYDEUS"	via Panama	24th Nov.
"CITY OF AGRA"	via Suez	24th Dec.
"BONHO"	via Suez	24th Dec.

• Calls at Boston.
• Passengers proceed via Cape Clear/Panama Canal at Owners' option.
• Freight to change with rates.
• For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.**HONGKONG & CANTON REISS & CO. CANTON.**

SHIPPING.

VESSELS ARRIVED.

The S.S. HONG HWA arrived yesterday from Singapore with 800 tons of general merchandise for Hongkong and 1,190 deck passengers. She delivered here 464 bags of mails.

The PHEUMPENH from Saigon consigned here this morning two thousand tons of general cargo—Mooring B 9.

The S.S. AMHERST arrived this morning from Freemantle with 290 tons of sandalwood—Mooring C 34.

The TAIHIN M. consigned here this morning from Chingwangtao 1,980 tons of coal for Canton—Mooring C 31.

CLEARANCES AND DEPARTURES.

The ARIZONA M. left this morning at 10 o'clock for Tacoma via Shanghai with a thousand tons of merchandise.

The TCBOLSK left at noon today for Macao with a cargo of salt.

The SOMARANG M. departed at 5 p.m. today for Sourabaya via Batavia with general cargo and 1,000 tons of cement.

The MORIOKA M. departed at 10 a.m. today for New York via Manila with 900 tons.

The EASTERN TRADER left at 3 p.m. today for San Francisco via Shanghai with 400 tons.

The S.S. BAARN leaves at 5 p.m. today for Cebu and Amsterdam with through cargo of 350 tons.

The CHINHUA left at 10 a.m. today for Bangkok via Swatow with 300 tons.

The SIBERIA MARU departed at noon today for San Francisco via Shanghai with 1,900 tons.

The EASTERN leaves at 9 a.m. to-morrow for Kobe with through cargo.

MOVEMENTS OF STEAMERS.

The N. Y. K. S.S. MISHIMA MARU (European Line) left Kobe for this port via Moji and Shanghai on the 8th October and is expected here on the 17th Oct.

The N. Y. K. S.S. AKI MARU (Australian Line) left Sydney for Hongkong via ports on the 24th Sept. and is expected here on the 15th October.

The Robert Dollar Company's U.S.S.B. WEST IRA (San Francisco Line) left San Francisco on September 12th, and is due in Hongkong October 16th.

The R. M. S. MONTAGLE left Vancouver for Hongkong, via Japan ports, Shanghai on the 18th Sept. and is due here on or about the 15th October.

The N. Y. K. S.S. HAKODATE M. (Calcutta Line) left Calcutta for this port via Singapore on the 30th September and is expected here on the 15th October.

The Robert Dollar Company's U.S.S.B. CADARETTA (Coast Service) left Saigon on October 8th and is due in Hongkong October 13th.

The N. Y. K. S.S. BOMBAY M. (Calcutta Line) left Calcutta for this port via Singapore on the 6th October and is expected here on the 23rd October.

The TITAN (Blue Funnel Line) left Shanghai on 9th inst. for Marseilles, Genoa & Liverpool via Hongkong. Vessel is due here on 13th inst. and will sail, as above, on 13th instant, at noon.

The Ellerman Line S.S. CITY OF NAPLES, from Hamburg & London sailed from Singapore on the 9th inst. and is due to arrive here on the 15th instant.

The N.Y.K. S.S. AWA MARU, (Liverpool Line) left Liverpool for this port via Suez on the 6th Oct. and is expected here on the 17th Nov.

The Dodwell Line S.S. LOW-THER CASTLE, arrived New York on 2nd October.

The S.S. STENTOR, (Blue Funnel Line) left Shanghai on 9th inst. for London, Rotterdam and Antwerp via Hongkong. Vessel is due here on 13th inst. and will sail, as above, on 13th inst.

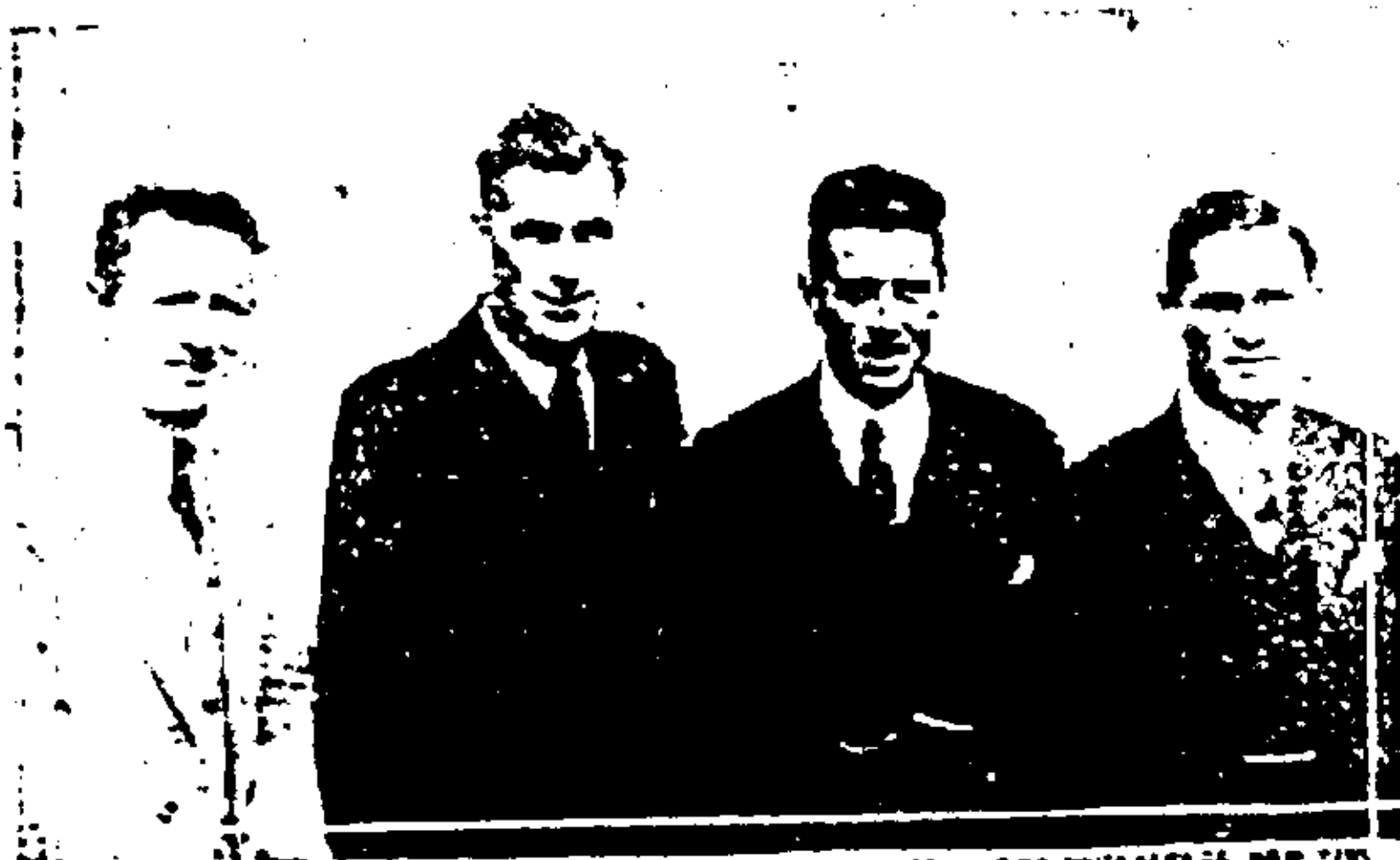
The P. & O. S.S. NOVARA, left Singapore for this Port on the 9th inst., with the outward English Mails, and is due here on the 15th inst. at about 6 p.m.

The R. M. S. MONTAGLE arrived at Yokohama on 9th Oct. (leaving 9th Oct.) and is due at Hongkong on 21st Oct.

The R. M. S. EMPRESS OF RUSSIA, arrived at Shanghai, on 9th October, left there 10th October, and is due at Manila on 13th October.

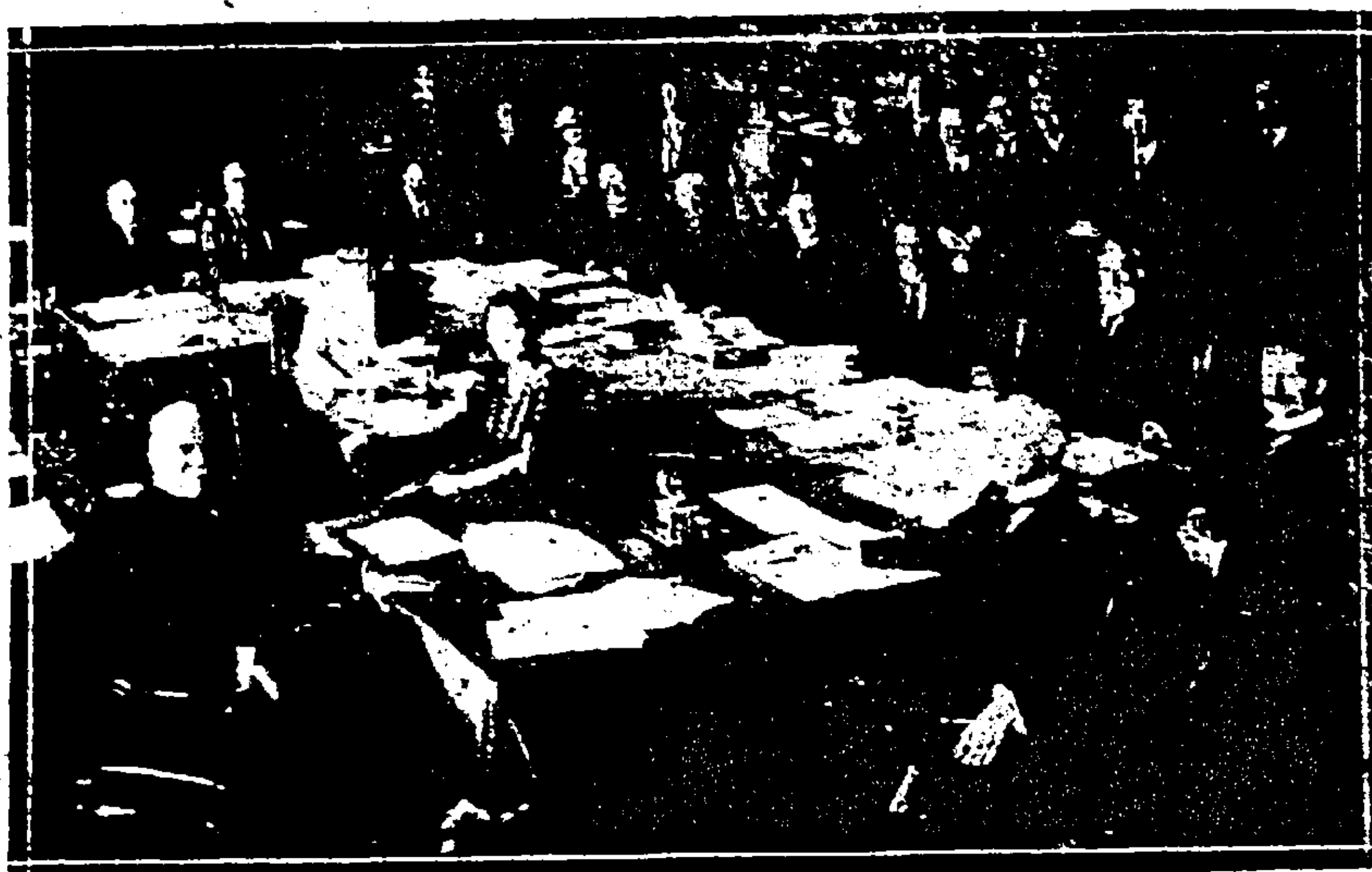


CAMERA NEWS



DAVIS CUP PLAYERS.

Members of U.S. Davis Cup team, photographed on return to America. Left to right: William Johnson, William Tilden, Richard Williams and C. S. Garland.



LEAGUE OF NATIONS.

Scene at signing final report of League of Nations Commission at the Hague for formulating plans for a permanent Court of International Justice. Left to right, foreground: M. Hagerups, Former Premier of Norway; Raoul Fernandez, Brazilian member of the Reparations Commissions and member of the Court Commission; M. Ricci Busatti; Rafael Altamir, of Spain, Professor of the Faculty of Law, University of Madrid; M. de Lepredelle, in front of whom is the final draft of the plan ready for signature; Baron Descamps, Belgian Minister of State; Dr. Loder, vice-president of the Commission; Lord Phillimore, British representative; M. Adatei; Mr. Elihu Root and James Scott Brown, both of America. The others are attaches and secretaries of the Commission.



PRINCE BIBESCO.

son-in-law of Mr. H. H. Asquith, who has been appointed Rumanian Minister to America.



"MAYFLOWER" CELEBRATIONS.

Scene at the Pilgrim Fathers' pageant at Southampton, showing John Alden in the stocks.



ARREST OF JAPANESE AGITATORS.

Radical agitators being arrested in Hibya Park in Tokyo following inflammatory speeches against the police department and the Seiyukai, the controlling government party.



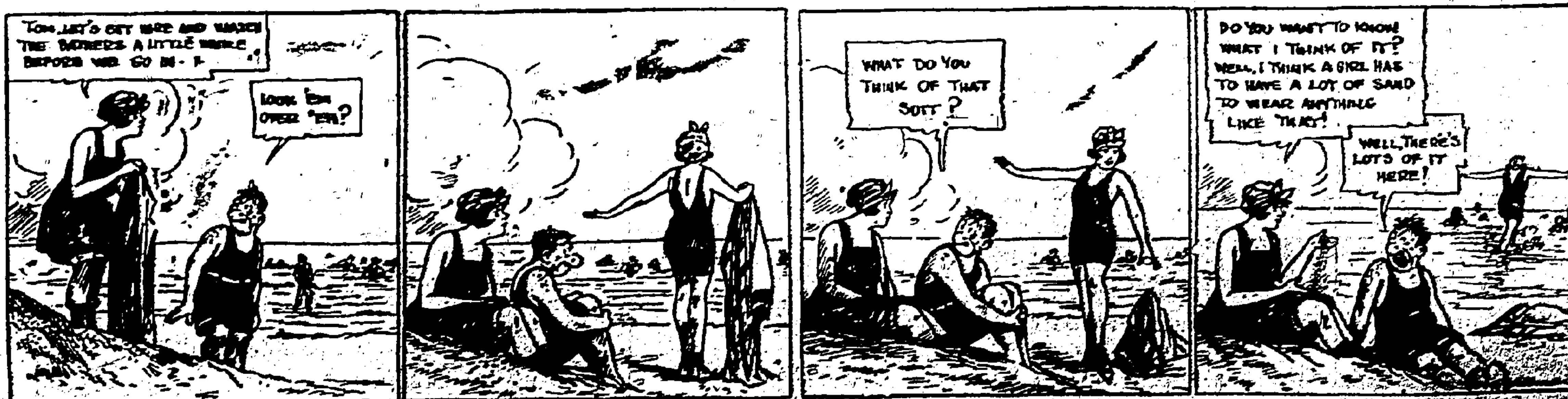
INTERNATIONAL GOLFERS.

Group taken at the Hollywood links. The Americans, Hagen and Barnes, defeated the Englishmen, Vardon and Ray, in the thirty-sixth hole match. Left to right: Walter Hagen, Harry Vardon, Edward Ray and Jim Barnes.

DOINGS OF THE DUFFS.

Fair Enough, Tom—

BY ALLMAN.



NOTICES.

AMERICAN EXPRESS COMPANY.

Established America 1841 Europe 1891.

HEAD OFFICE:—NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP HAMBURG PARIS
BARCELONA HAVRE PETROGRAD
BERLIN KORE RIO DE JANEIRO
BORDEAUX LIVERPOOL ROTTERDAM
BREMER LONDON ROME
BRUSSELS LUERNE SOUTHAMPTON
BUENOS AIRES MANILA SHANGHAI
CHRISTIANIA MARSEILLES STOCKHOLM
COBLENZ MONTVIDEO TORONTO
COPENHAGEN MONTREAL VALPARAISO
EDINBURGH NAPLES WINNIPEG
GENOA NICE YOKOHAMA
GLASGOW OSTEND

In Process of Organization.

ALEXANDRIA CAIRO WARSAW
ATHENS HAVANASHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.
Advice on Packing, Shipping Routes, Foreign Custom
Requirements.
Credit Information, Market and Trade Reports.
Financing of Imports and Exports
Issuance of Drafts, Money Orders, Travelers' Cheques, and
Letters of Credit.
Bills of Exchange negotiated and collected.
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local
currency, Pounds Sterling, United States Dollars,
Francs, Pesos, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,

MANAGER.
HONGKONG.

HARVEST PROSPECTS.

THE EFFECTS OF A
SUNLESS SUMMER.

In many parts of North and
Lincolnshire, states an agricul-
tural correspondent of the London
Daily News, an average yield
appears likely so far as the chief
cereal crops are concerned, with
a trifle more straw than twelve
months ago. In Lincolnshire
there seems to be a smaller
acreage devoted to wheat, with a
corresponding increase in the
area given over to barley. Though
some of the wheat crops are
rather thin (due in some measure
to the wet winter) most of them
promise well.

Barleys did not thrive during
May and June to the extent that
farmers expected, because of
frosty nights and east winds.
Many of the fields had been in-
tensively worked because of the
constant rains in March and
April, and much of the seed corn
was "mauled" in, and rarely did
the dust follow the cutters of the
drills. Old-fashioned farmers have
a saying that when "cutters clog
barley is only fit for a hog," but
when "dust kicks up in clouds
while horses and drills pass on there
will be many pecks of barley to
make your meal." Barley crops
generally are a trifle below the
average, and few of them will
yield more than 4½ quarters to
the acre.

Oat crops vary considerably.
In the Fens they have done well.
The thunderstorms of July did
great damage. On the wolds and
in the marshes between Boston
and Grimsby the oats are patchy
in places, especially those
sown in the spring. The yields
will be barely an average, except
in the Fens and where the land
was full of mistle. Peas have
not been so extensively
cultivated as last year, and will
be far below the yields obtained
last year both in straw and corn.

Beans are one of the crops of
the year. Not only have they
attained a great length but there
is an abnormal number of pods.
If prices remain high the bean
crops will prove veritable gold
mines. In the Fen districts
hundreds of acres of potatoes are
badly affected with blight,
especially around Spalding and
Boston. The yields will be poor

BRITISH EMPIRE EXHIBITION.

GOVERNMENT GUARANTEE

The Bill to enable the Board of
Trade to guarantee part of the
expenses of a British Empire
Exhibition to be held in London
1924 or such earlier date as may
be possible, was passed recently.
It provides that the Board of
Trade may undertake on such
terms and conditions as they
think fit, and as the Treasury may
approve, to guarantee up to an
amount not exceeding one hun-
dred thousand pounds any loss
which may result from the hold-
ing of the Exhibition, and that
any sums required for the fulfil-
ment of such guarantee shall be
paid out of moneys provided by
Parliament.

Provided that it shall be made
a condition of any such guar-
antee that the Exhibition shall be
conducted by an Executive Com-
mittee and a general manager
approved by the Board, and that
the Executive Committee shall
furnish to the Board such in-
formation in relation to the ex-
hibition at such time and in such
manner as the Board may re-
quire.

The Bill is backed by Sir Robert
Hoare, Mr. Montagu, Mr. Bal-
win, Mr. Kellaway, and Lt. Col.
Amery.

and the quality indifferent. There
are some splendid crops of man-
golds, swedes, and common
turnips.

There are some splendid pieces
of both wheat and barley in the
Newark district, especially on
the grass land which was put on
the plough during the war, though
the reverse applies to the
Mansfield and Retford districts.
Potatoes around Retford and
Mansfield are badly in need
of sun and warmth. Blight is
making headway and the outlook
for the main crop varieties is far
from bright. Root crops are
tolerably good. Mangolds have
not made such rapid progress as
in seasons when there is plenty
of sun, but swedes and common
turnips have improved wonder-
fully during August, and there is
every prospect of plenty of winter
keeping for all classes of live
stock.

THE PHILIPPINES.

DEMAND FOR "BONE
DRY" LAW.

Congressman Charles H. Ran-
dall, of Los Angeles, true to his
word as he left Manila, wired the
attorney general of the United
States as soon as he reached San
Francisco in returning from his
eastern trip stating that the pro-
hibition amendment is not en-
forced in the Philippines and that
the governor general refuses
cooperation in efforts to get it
enforced. He demanded action
by the attorney general and
requested a reply to his telegram,
which is quoted as follows:

"Returning today from the Phil-
ippines, I found there was no en-
forcement or recognition of the
eighteenth amendment to the con-
stitution. The governor general
refuses co-operation, based on an
opinion of the secretary of justice
of the Philippines that the amend-
ment does not apply to those
islands."

"As your office has already
rendered an opinion stating that
the Philippines are clearly the
territory of the United States and
the supreme court has repeatedly
held that they are subject to the
jurisdiction of the United States,
it is difficult to understand the
failure of the executive depart-
ment to act."

"Will you advise me promptly
at Los Angeles what action
has been taken by your
office to enforce prohibition
in those islands or to
instruct the governor general
as to his duty as chief executive?
Conditions there are demoralizing
and rapidly becoming worse. It
is imperative that prompt remedy
be applied."

Congressman Randall was a-
frankly opposed to wide-open
Manila when he was here as he
is in his telegram to Attorney
Palmer. In an interview here he
said he would force action from
the administration or he would
offer an amendment to the
Volstead act or, preferably, the
Jones law, eliminating the pro-
vision that national legislation
shall not apply to the islands un-
less it is so specified in the act.
He repeated this statement in
San Francisco. In politics he is
republican-prohibitionist; these
parties are supporting him for
re-election in Los Angeles.

SAVARESSE'S
SANTAL
CAPSULESPHYSICIANS RECOMMEND THIS
OF A GUARANTEE. Made in London.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

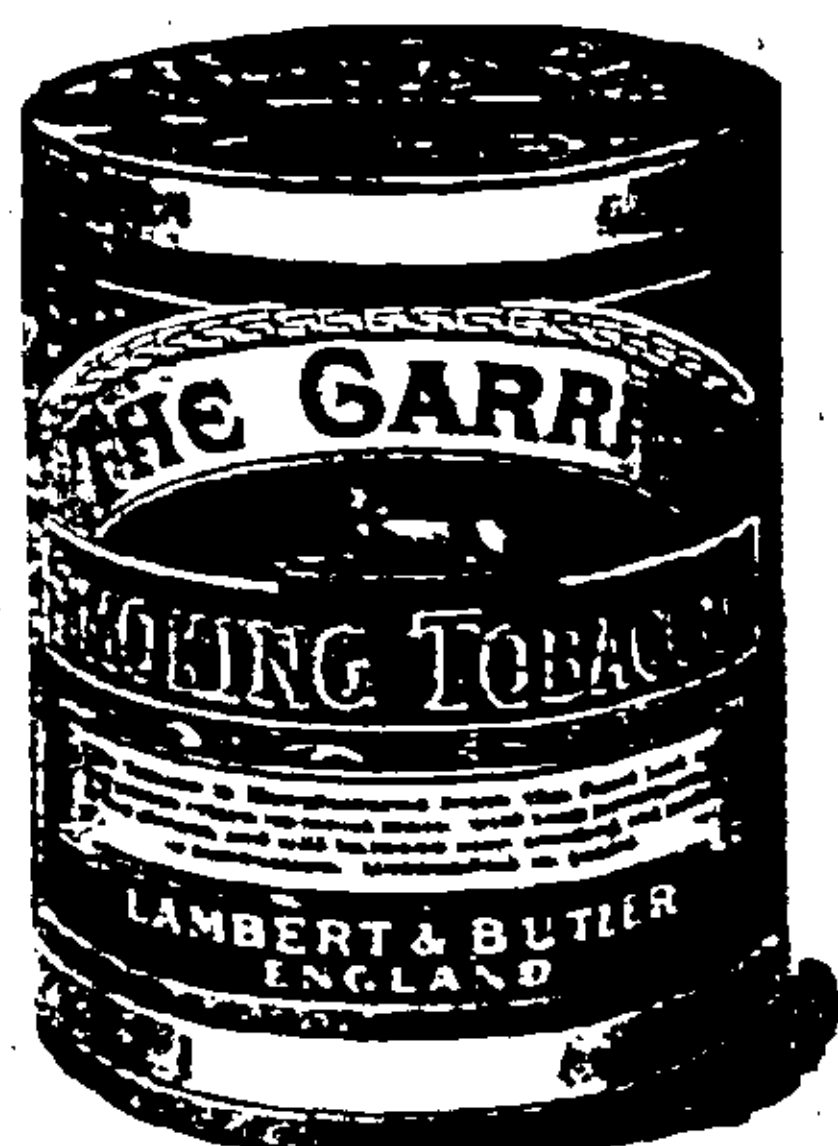
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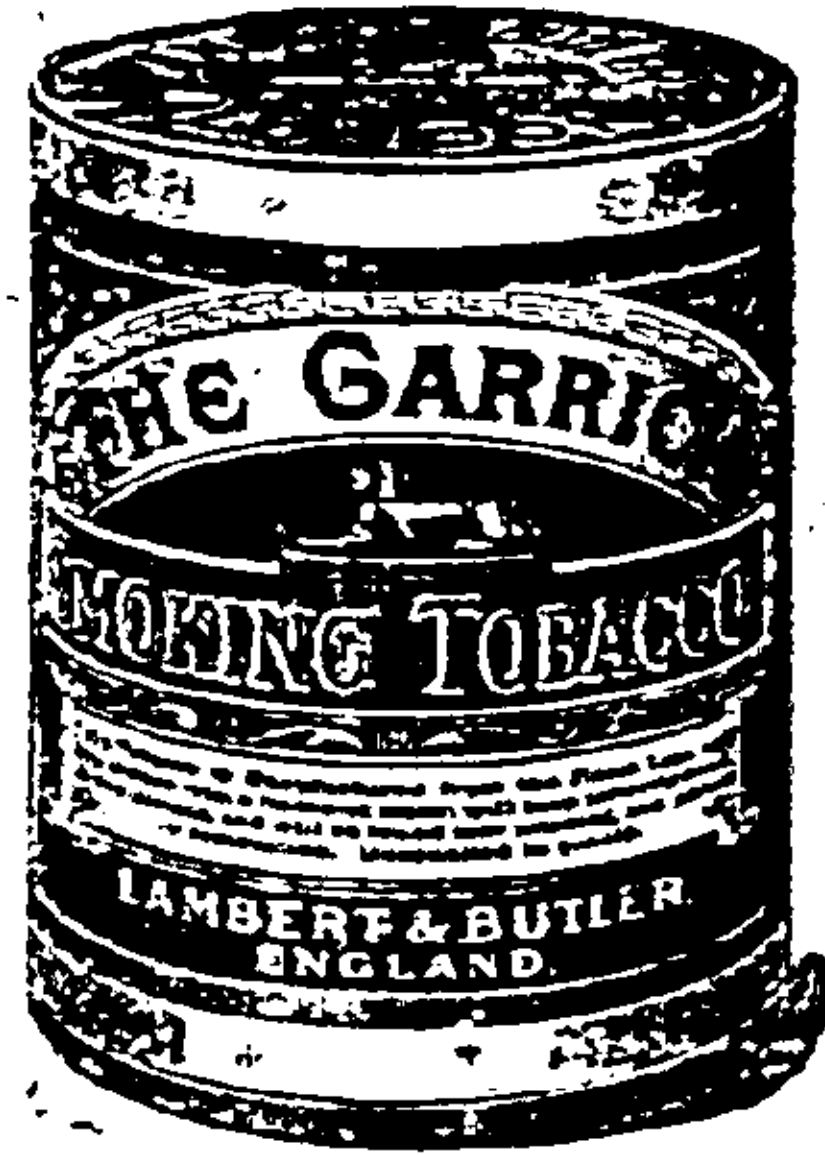
TOBACCO

IS MANUFACTURED TO A STANDARD THAT ENSURES
PLEASURE WITH EVERY PIPE.



FRAGRANT

COOL



SOLD BY ALL TOBACCONISTS.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:-

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL,
AND THE
HONGKONG HOTEL GARAGE.

J. H. TAGGART,
Manager.

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Nice and quiet yet only a few minutes' walk from the Banks and Centre
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"GRAND HOTEL" A.B.C. 5th Edition:
Peking. Bentleys & Liebers.
THE ONLY HOTEL DE LUXE IN THE FAR EAST.
Afternoon d'ansant, daily.
Beautiful new steel and concrete fire proof building with
six floors. 3 lifts; 200 rooms, each with private bath and city
telephone; and a spacious roof garden overlooking the romantic
Imperial Palace, the Legation Quarter, the Rockefeller
Institute, and the entire city.
Unexcelled cuisine, with French chef. Banquets a
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Large playground for children in the park of the hotel,
which is the healthiest location in the city.

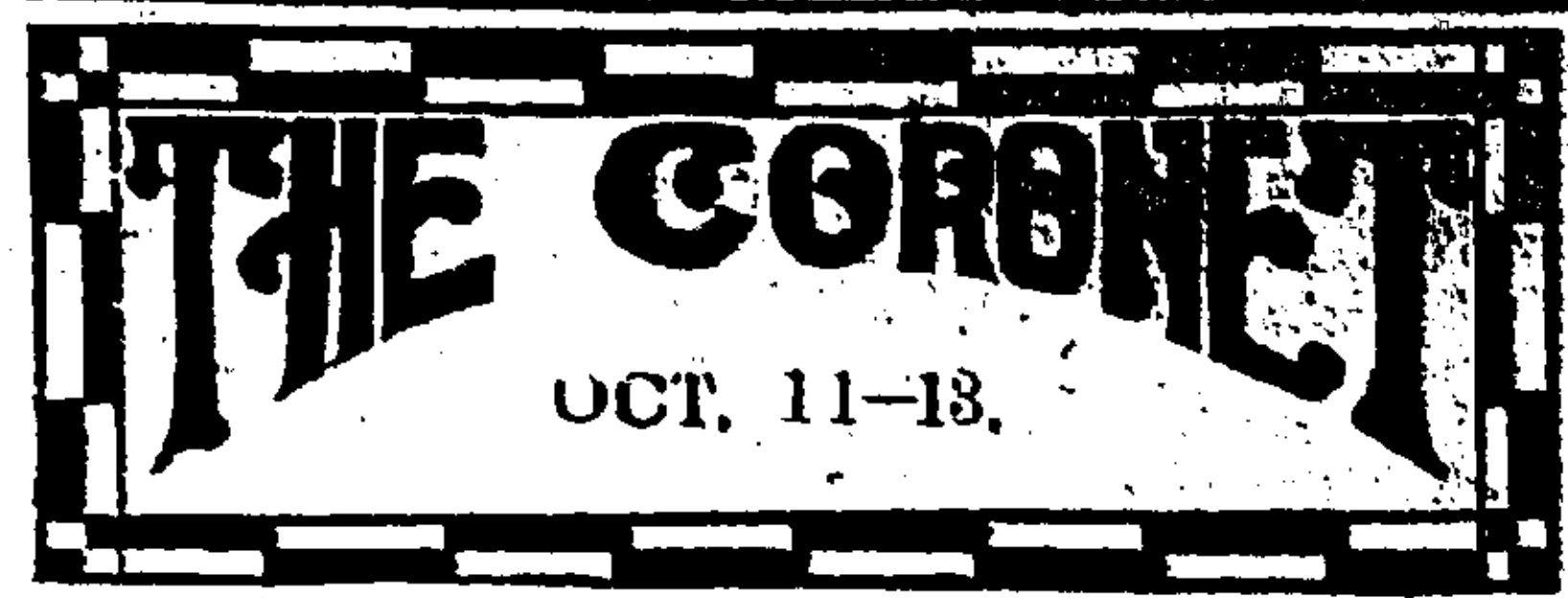
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ENTERTAINMENTS.



OCT. 11-13.

TO-DAY at 5.15 & 9.15 p.m.,
ALL COMEDY PROGRAMME

"A DOG'S LIFE."

"A DAY'S PLEASURE."

"LUKE'S HONEYMOON."

At 7.15 p.m.

"BOUND & GAGGED."

Episodes 3 & 4.

HONGKONG THEATRE

TO-NIGHT at 5.15 & 9.15

Triangle Film Corporation

presents

BELLE BENNETT & ROY STEWART

in

"BOND OF FEAR"

by Edith Kennedy.

NOTICES.



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KAISHA, LTD.

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TOSHIKAWA, KAWA, KAWA, KAWA,
SHIRAKAWA, KAWA, KAWA, KAWA,
KAWA, KAWA, KAWA, KAWA.

Agents for SAKITO COAL

HEAD OFFICE, TOKYO.

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TIVES:- NAGASAKI, KARATSU,
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OSAKA, Tsuruga, NAGOYA,
YOKOHAMA, TOKYO, HAKODATE,
MURORAN, OTARU, VLADIVOS-
TOK, PEKING, TIENTSIN, DAIRES,
TSINGTAO, TIANJIN, HANKOW,
SHANGHAI, HONGKONG, CANTON,
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THE OSAKA MARINE & FIRE
INSURANCE CO.

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S. KOMURA, Manager.
No. 14, Pedder Street Hongkong.

TIDE TABLE.

11th to 17th October, 1920.

Time	High Water	Low Water	Time	High Water	Low Water
Mon. 11	9 52	5 58	Wed. 13	9 54	5 58
Tues. 12	9 54	5 58	Thur. 14	9 54	5 58
Wed. 13	9 54	5 58	Fri. 15	9 54	5 58
Thur. 14	9 54	5 58	Sat. 16	9 54	5 58
Fri. 15	9 54	5 58	Sun. 17	9 54	5 58

in morning, a afternoon

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES

Bank.		
H.K. & S. Bank	b.	630
East Asia	b.	117
Marine Insurance.		
Canton	a.	370
North China	a.	153
Union	b.	186
Yangtze	a.	23
Far Eastern	a.	120
Fire Insurance.		
China Fire	n.	128
H. K. Fire	n.	318
Shipping.		
Douglas	n.	70
H.K. Steamship	b.	25
Indos (Pref.)	b.	15
Indos (Def.) L.R.	b.	194
Shells	b.	150
Ferris	b.	26

Refineries.

Sugars		
Malabon	a.	220
Malabon	b.	35
Mining		
Kailash	n.	130
Langkai	n.	154
Shanghai Loans	b.	154
Shanghai Exploration	b.	1
Railways	b.	30
Tonghai	b.	15
Ural Caspian	b.	15
Docks, Wharves, Godowns, &c.		
H.K. Wharves	b.	87
K. Docks	b.	147
Shai Docks	n.	125
N. Engineering	n.	27
Land, Hotels & Buildings.		
Centra	b.	118
H.K. Hotels	b.	145
H.K. Lands	b.	117
H. Phreys Est.	b.	8
K. Loan Lands	b.	49
L. Reclamations	n.	140
West Point	b.	52

Cotton Mills.

Ewos		
Kung Yik	n.	150
Lau Kung Mow	n.	158
Oriental	n.	1230
Shai Cottons	n.	127
Yangtze	n.	127

Miscellaneous.

Cement		
China Borneo	b.	9.45
Do. Light old	n.	7 1/2
China Portland	b.	7.80
Dairy Farms	b.	21
Electric H.K.	b.	18 1/2
Electric Macao	n.	30
Hongkong Ropes	n.	23
Hk. Tramways	b.	7.40
Peak Trams, old	b.	7 1/2
Do. new	b.	70
Steam Laundries	b.	4 1/2
Steel Foundries	n.	10
Water-works	b.	15
Watsons	b.	7.40
Wm. Powells	b.	14
Wisemans	b.	81

Hongkong, Oct. 12, 1920.

Printed and Published for the Proprietor, by Alfred Mowbray,
111, House Street, in the City of Victoria, Hongkong.

POST OFFICE.

Telegraphic Communication
with Gap Rock is interrupted.

Registered and Parcel Mails are
closed 15 minutes earlier than the
time given below unless other-
wise stated, and where mails are
advertised to close at or before
9 a.m. registered and parcel mails
are closed at 5 p.m. on the pre-
vious day.

INWARD MAILS

Manila and Australia—Per
AKI M. 15th Oct.
Straits and Calcutta—Per
HAKODATE M. 15th Oct.
Manila & Australia—Per TAI-
YUAN, 15th Oct.

OUTWARD MAILS

TOMORROW.
Japan via Kobe—Per EASTERN,
8 a.m.
Shanghai & N. China—Per
SAICHOU, 9 a.m.
Tientsin—Per CHIPSHING, 5
p.m.

THURSDAY, 14TH OCT.
Fort Bayard—Per WA SUN, 10
a.m.

Shanghai and North China—Per
KANGAN, 2 p.m.
Shanghai & N. China—Per
SINKIANG, 11 a.m.
Philippine Islands, Japan via
Moj, Canada, United States,
Central & South America &
Europe via Victoria B.C.—
Per TAJIMA M., Reg. 8.45
Letters 9.30 a.m.

FRIDAY, 15TH OCT.
Straits, Bangkok, Calcutta &
Aden—Per GREGORY
APCAR, noon.

Philippine Islands—Per LOONG
SANG, 2 p.m.

Straits, Bangkok, Calcutta and
Aden—Per YATSHING, 2
p.m.

Swatow, Amoy & Foochow—Per
HAIHONG, 1 p.m.
Philippine Is., Shanghai, N.
China, Japan via Nagasaki
Canada, United States, C.
& S. America & EUROPE
via VICTORIA—Per MANILA
MARU, Reg. 9.45 a.m. Letters
10.30 a.m.

PASSENGERS DEPARTED

Per ss. HELENUS.—Mr.
Boswell, Mr. R. A. Bickie, Mr.
G. Mitchell, Mr. John Craig, Mr.
A. S. Hinder, Mr. A. Lane, Mr. J.
Batterton, Mr. H. Dockett, Mr.
George H. Webb, Mr. Fred W.
Boudwin, Mr. T. K. Haddy, Mr.
J. B. Robinson, Mr. F. M. Dredge,
Mr. C. W. Williams, Mr. E. J.
Belcher, Mr. A. White, Mr. H.
Leonard, Mr. J. B. Hancock, Mr.
Jas. Dorrain, Mr. R. W. Williams,
Mr. Harry Hunter, Mr. Tom.
Bacon, Mr. Jas. D. Scottell, Mr.
Ellenworth, Mr. Tom. Cook, Mr.
Jas. Heaton, Mr. Geo. Rogers,
Mr. John D. Dixon, Mr. John
Almond, Mr. Fred. D. Wornock,
Mr. E. J. Clarke, Mr. Wm. G.
Naylor, Mr. Joseph Hobbs, Mr.
W. Parry, Mr. Meills, Mr.
Greenwood, Mr. Samuel J. Steer,
Mr. Syd. F. Morris, Mr. Thomas
W. Gillett, Mr. William Hargraves.

METEOROLOGICAL.

Barometer	29.79	29.82	29.78
Temperature	83	75	80
Humidity	75	96	85
Wind Direction	CALM.	E.	E.
Wind Force	0	3	2
Weather	c	or	o
Rain	0.00	0.00	0.48
Highest	open	air	
Temperature on the 11th	84		
Lowest	open	air	
Temperature on the 12th	76		

H.K. Observatory, Oct. 12, 1920.
C. W. JEFFRIES, Director.

SATURDAY, 16TH OCT.
Shanghai, N. China & Japan via
Moj—Per NOVARA, 11 a.m.
Swatow, Amoy & Formosa via
Takao—Per SOSHU MARU,
9 a.m.
Shanghai and North China—Per
YINGCHOW, 3 p.m.
Japan via Nagasaki—Per AKI
MARU, 10 a.m.
Correspondence bearing vessel's
name only.

WEATHER REPORT.

Oct. 11th, 19th, 17th.—Warning
to Hongkong: A typhoon within
120 miles of Lat. 15° N. Long. 129°
E. moving N.W.

Oct. 12th, 11th, 40th.—Warning
to Hongkong: A typhoon within
120 miles of Lat. 17° N. Long. 128°
E. moving N.N.W.

Oct. 12th, 11th, 40th.—No return
from Japan and Weihaiwei.
Pressure has decreased slightly
to moderately at all stations re-
porting the approximate position
of the typhoon at 6 a.m. this
morning was Lat 17° N. Long
128° E. moving N.W.

Hongkong Rainfall for the 24
hours ending at 10 a.m. to-day,
0.48 inch. Total since January
1st, 97.62 inches, against an
average of 78.71 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	E. & S.E. or variable winds; moderate; cloudy; occasional rain.
2 Formosa Channel	N.E. winds, fresh.
3 South coast of China between H.K. & Lamcocks.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

C. W. JEFFRIES, Director.
H.K. Observatory, Oct. 12.